

SEPT 29th 1917

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Leslie's

Illustrated Weekly Newspaper

Notice to Reader

When you finish reading this magazine place a one cent stamp alongside of this notice, hand same to any postal employe and it will be placed in the hands of our soldiers or sailors at the front.

No wrapping—no address.
A. S. BURLESON,
Postmaster-General.



Be Patriotic
**sign your country's
pledge to save the food**

U.S. FOOD ADMINISTRATION

This is the official poster to be used by the U. S. Food Administration, and in the near future YOU may see it displayed in YOUR grocery store.

What's Under the Big Loads?

It is easy enough to build a set of truck axles that will keep the load off the street—but that's only the beginning. In commercial haulage nothing "gets by" in a single test. It's "Keep on delivering the goods," at the lowest possible expense, or break down and quit.

Otherwise your truck is not a true commercial asset.



Truck axles can not "get by" on a year or two of performance. *That is too short a time in which to realize on your investment.*

They must keep on carrying the load—years after the truck has paid for itself—not only without breaking down, but without constant attention, adjustment and expense for repairs and replacements.

That is commercial haulage.

Timken-Detroit Worm Drive Axles have met these conditions. They have been in use five years and *not one out of many thousand Timken-Detroit Worm Gear Units has ever worn out in service.*

Of what other type of gear-driven commercial rear axle can that statement be made and proved?

 THE TIMKEN-DETROIT AXLE CO. 
Detroit, Mich.

TIMKEN-DETROIT WORM-DRIVE AXLES

For Efficient COMMERCIAL Haulage



"Because the Atterbury costs hundreds of dollars less than other trucks in its class" — —

We will gladly give you the name of the man who made the above statement. That was his reason why he bought an Atterbury for his company (which is rated at \$2,000,000-A).

Other officers of his company are financially interested in *other* motor-vehicle factories. *None* of them is financially interested in the Atterbury Company.

"Furthermore," said this Atterbury user, "our Atterbury has *cost us less* to run. We have found that the Atterbury gives us *better* service at *less* repair-cost and *lower* fuel-cost than the boasted records of the other 'best' trucks."

The above reasons are some of the many why the demand for Atterburys has caused us to *quadruple* our production-capacity. In doing so, however, we are not in any way departing from our *13-year-old* policy, which is:—"Don't try to make the *most* trucks, but try to make trucks that will *do most*."

To any responsible party, we will gladly send information on how to save money on their truck-purchase and truck-upkeep.

Why not mail the coupon below today?

ATTERBURY MOTOR CAR CO.
Elmwood and Hertel Avenues, Buffalo, N. Y.

ATTERBURY MOTOR CAR CO.,
Elmwood and Hertel Avenues,
Buffalo, N. Y.

Gentlemen:

We would be pleased to receive information as to how the Atterbury might save us money. This obligates the undersigned in no way whatsoever.

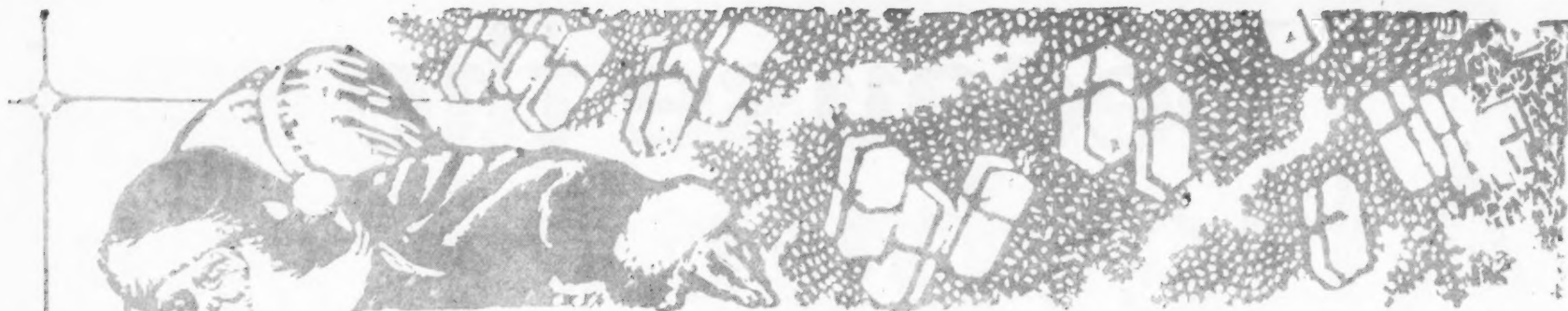
Yours very truly,

(Name)

(Address)

The Kind of Concerns That Choose the Atterbury:
AMERICAN RADIATOR COMPANY GENERAL BAKING COMPANY
COCA COLA COMPANY PRATT AND LAMBERT COMPANY
CURTISS AEROPLANE COMPANY (Send for complete list.)





Santa Claus wants to deliver your gift

at

JUDGE'S TRENCH CHRISTMAS

for the American Boys at the Front

He is counting on you to do your share toward
that celebration.

Every dollar you send buys boxes for two soldiers,—each box containing medicated talcum powder, chewing gum, lime drops, matches, tobacco, cigarettes, playing cards, etc. These articles are supplied at less than half the price you would pay for them in a store. No clerical or shipping expenses to be deducted, thanks to the generous coöperation of the AMERICAN DEFENSE SOCIETY, an organization composed of America's first citizens, such as Theodore Roosevelt; David J. Hill, Ex-Ambassador to Germany; Robert Bacon, Ex-Ambassador to France, and Perry Belmont, Vice-President of the Navy League.

And the gift will be *personal*. In each package you may enclose your card. If you should donate ten dollars you would have the privilege of placing a card in each of twenty packages sent in your name. Besides this, each package will contain a postal addressed to you, so that you may receive the personal thanks of the American fighting man whose holiday you have made happier.

Contributions of a dollar and over will be acknowledged in JUDGE.

Make checks payable to Leslie-Judge Co., Address

JUDGE'S Trench Christmas Fund, 225 Fifth Ave., New York



LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

Edited by JOHN A. SLEICHER

"Stand by the Flag; In God we trust"

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.

CXXV SATURDAY, SEPTEMBER 29, 1917 No. 3238

Real Patriotism

By SPEAKER CHAMP CLARK

PATRIOTISM does not consist entirely in public speeches, braying bands, flag-bedecked parades and vociferous asseverations of love of country, but genuine patriotism consists in being a thoroughgoing American citizen, discharging all the various duties of citizenship every day of the three hundred and sixty-five, thereby showing forth the blessings and glories of our free and beneficent institutions to all the world.

A Word to You

A WORD to every patriotic man, woman and boy in the United States. Get in touch with the "Judge Trench Christmas Fund."

Don't you want to send a little Christmas gift to a soldier in the trenches in France?

Wouldn't you like to have him know that you sent it and have him acknowledge the courtesy?

Isn't this the least that those of us who must stay at home can do for those who go out to face the shot and shell for the cause of Liberty?

There is a way that it can be done and for as little as 50 cents. If you want to make a Christmas gift to more than one soldier, you can multiply the 50 cents and reach as many as you desire. The plan has been approved by the United States Army and endorsed by the United States Government.

To send a Christmas kit will cost 50 cents, though, thanks to the generosity of the manufacturers of the articles, the kit will represent a retail value of \$1.00. It will contain a cake of chocolate, medicated talcum powder, chewing gum, lime drops, matches, tobacco, shoe-strings, playing cards, etc.

This is the "Trench Christmas" plan. It will be conducted with the active cooperation of the American Defense Society, composed of some of America's foremost citizens, including Colonel Roosevelt, Dr. David Jayne Hill, Robert Bacon, and Perry Belmont, Vice-President of the Navy League.

The cost of packing, shipping and distributing has already been donated. The 50 cents of each contributor will be used for the purchase of the kit, with no expense, no commission and no profit to any one.

And the gift will be personal. In each package the donor—man, woman or child—can enclose a personal card. If you donate ten dollars, for instance, you will have the privilege of placing your card in each of twenty packages to be distributed in your name.

Each package will contain a postal addressed to the donor so that the recipient can send his thanks directly to the one who helped make his holiday happier.

Checks should be made payable to LESLIE-JUDGE COMPANY and addressed "Judge's Trench Christmas, 225 Fifth Avenue, New York City."

Let everybody contribute. Do it today!

Get Mad?

THE Helena, Montana, *Independent* protests against the yellow element in Montana which, it says, "has caused a decrease in railroad shipments from Montana of 5,553 cars of raw material in thirty days."

It says, "these were sidetracked by strikes, agitation, pro-German propaganda, cheap politics, seditious talk and Industrial Workers of the World."

The *Independent* sounds this warning note: "Wait until Montana gets mad and the people responsible for the figures quoted above will be swallowed up in the maw of our wrath."

Montana is not the only state that has suffered from the yellow element. All over this Union a yellow streak has appeared, and the American people are getting mad.

Demagogues, agitators, self-seeking college professors, sensational newspapers, and muck-raking magazines responsible for this yellow streak are changing their tune and pulling down the red flag.

The people of this country had reason to get mad. They discovered the deception the demagogues had practiced.

All the solemn pledges written in party platforms by the busters of business, the smashers of the railroads and the revilers of the captains of industry that, if they were given their way, they would reduce the cost of living, have failed of fulfillment.

The only ones to profit by the campaign of vituperation, busting and smashing have been the cheap politicians, who, by the votes of the credulous, have been able to usurp the seats of the elder statesmen.

Get the American people mad just once and they will make short shrift of the wreckers.

Get mad!

The Plain Truth

FAIR PLAY. The sense of fair play is strong in the American nature. Though occasional race riots are still a blot upon our civilization, they are generally repudiated even by the sober second thought of the communities where they take place. The mayor of East St. Louis, his private secretary, and 37 other persons connected with the recent race riots have been indicted. The grand jury suggests that the "law abiding citizens and industries and the respectable laboring men should unite and demand the resignation of the mayor as the greatest good he can do history." It is hoped that this sense of fair play will become so strong as effectually to check the mob spirit, both in the North and South.

APPLS. Eastern apple-growers would have no occasion to complain that their crops rot on the ground without a market if they showed the same enterprise in packing and marketing their product as do the apple-growers of Washington and Oregon. The flavor of the New York apple is excelled by none, but we cannot support the suggestion of the Women's Food Bulletin that the markets of New York City be opened to apples grown in this State to the exclusion, wherever possible, of western apples. There is no reason for the constant assertion that the western apple, magnificent as to size and beautiful in appearance, does not come up to our eastern apples in juiciness and flavor. The western growers make apple production their chief business. They take infinite pains with their orchards, and send to the market a product as perfectly packed as science and skill make possible. The few New York growers who do the same thing command a market as select and high-priced as that of the Washington and Oregon producers. If the western apple is to be crowded out of the eastern markets, let it be done by this sort of excellence, and in no other way.

LABOR. Is not the *Financial Chronicle* justified in saying that, "Men who band together in time of war to demand and extort a higher wage than that which they have been in the habit of receiving are profiteers just as much as their fellows in business life. Profiteering by wage earners is fully as censorable as profiteering by a business man or corporation." This is a strong statement but it finds its justification in the unpatriotic declaration, as reported in the *New York Evening Post*, made by business agent Deering of the Machinists' International Association, as follows: "We are going to tie up the whole ship-building industry of the country in 48 hours, if the employers don't give in. What will the public think? What do we care what the public

thinks." And this was said while President Wilson was straining every nerve to meet a perilous situation. The great Labor Convention at Minneapolis, under the leadership of Mr. Gompers, took a patriotic attitude in declaring its unwavering support of the Government and its purpose to maintain industrial peace during the continuance of the war. This pledge is timely and if faithfully kept will do honor to those who made it.

SUFFRAGE! The defeat of woman suffrage by practically a 2 to 1 vote in the Maine referendum should not be taken as typical of the feeling of all sections. The natural conservatism of the State was against so radical a change in the franchise. A still more significant factor was the antagonism aroused by the recent picketing of the White House by the militant suffragists. The repudiation of the picketing by the suffragists of Maine could not undo the damage already done in the minds of many who, before the picketing, were open to conviction. Nor could the prejudice aroused by this incident be overcome by the advocacy of suffrage by prominent people outside the State, by the Governor and the majority of the Maine delegation in Congress, and the support of both political parties and of a large majority of the daily and weekly newspapers. English suffragists dropped their militant tactics with the outbreak of the war, and have since received the promise of what they had long battled for in vain. It is strange that after our entrance into the war we should have witnessed at Washington the most militant incident in the history of the suffrage movement in this country. The vote in Maine should be taken as a rebuke to those who think that militancy will help their cause.

RED CROSS! Only a man accustomed to dealing in millions in his own business would have been bold enough to ask the country to raise a hundred million dollars in one week for the Red Cross. The wisdom of having Henry P. Davison, a successful banker, at the head of the Red Cross War Council is further shown by the prompt and businesslike report he has made to the American people as to how their gifts have been spent. Appropriations have not been made in haphazard fashion, but only upon recommendation of the commissions sent to Europe to study the needs. Armenia, the greatest sufferer of the war and hard to reach, has received \$600,000; Serbia, \$222,000; Russia, \$322,000. France, as the seat of greatest need, has received over ten and half a million dollars, while outside of France about a million and a half have been expended. Our own men come first, and the supreme object of the American Red Cross is to care for our own army and navy. The bulk of this work, of course, will be in France. Tuberculosis has already stricken 500,000 persons in France, and every effort to check the spread of the malady is equally for the protection of France and our own troops that go there. So varied and increasing are the needs that it is suggested that an appeal for additional millions may have to be made at the Christmas season.

WINNING! The most signal illustration of the way big business is helping to win the war is found in the cooperation of the railroads. Voluntarily 693 lines have merged their competitive activities for the period of the war, thus securing the efficiency and economy of one continental system with none of the drawbacks that would be found in governmental operation. Tremendous saving has been made by filling cars to capacity or beyond. Empty cars have been moved promptly from one railroad to another where most needed, irrespective of ownership. Car shortage, or the excess of unfilled car requisitions over idle cars, has been reduced 70 per cent. By the elimination of all but the most necessary passenger trains, an inconvenience the public has taken uncomplainingly on account of the war—20,000,000 miles of train service a year have been saved. Through the pooling of lake coal and ore and tidewater coal a saving of 185,000 cars has been effected. When Colonel Roosevelt was President, earnest as he was to prevent all restraints of trade, he favored the proposition that the railroads be permitted to pool their earnings, just as now they have pooled the transportation business and put it on a basis of highest efficiency, thus fully justifying his judgment. The *New York World* comes to the conclusion that these remarkable results, disprove the oft-repeated statement of the late James J. Hill that our railroads need to expend a billion dollars a year. It proves nothing of the sort. It demonstrates what can be accomplished by cooperation by the big unit, and by big business. The tremendous traffic of the war period means tremendous bills for new cars and bridges, for track and terminal upkeep. When this war is over Mr. Hill's statement of the billion dollar a year needs of American railroads will be truer than ever.

The Trip Across

Sketches for LESLIE'S by C. LeRoy Baldridge of the American Ambulance Service



Member of the
Lafayette Escadrille



A Foreign Legion man



A woman going back to Paris
to do her bit



M. G. Poilen



The Gunner-
Head



A man and some
French nurses give
some ambulance men
a French lesson -



An Interpreter
who has seen
three years
service -
Returning
from a Carol



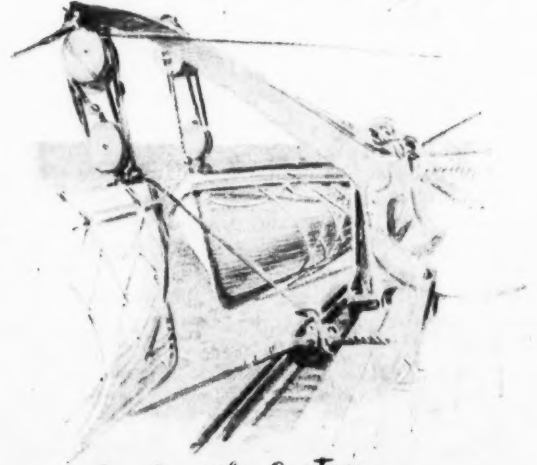
Capt. X is
on his life-
preserving suit

All ready.



Member of the
Lafayette Escadrille

C. E. Roy Baldridge



By order of the Captain
Life boats are lowered out and kept
ready for launching and passengers
are ordered to sleep on deck with
their clothes on

The Charge Over No Man's Land

Exclusive Photos for LESLIE's from Pictorial Press



INFANTRY ADVANCING BEHIND BARRAGES

First phase of an actual assault on the French front in which barrage fire is playing an important part. This use of barrage fire bars the view by its intense smoke, thus

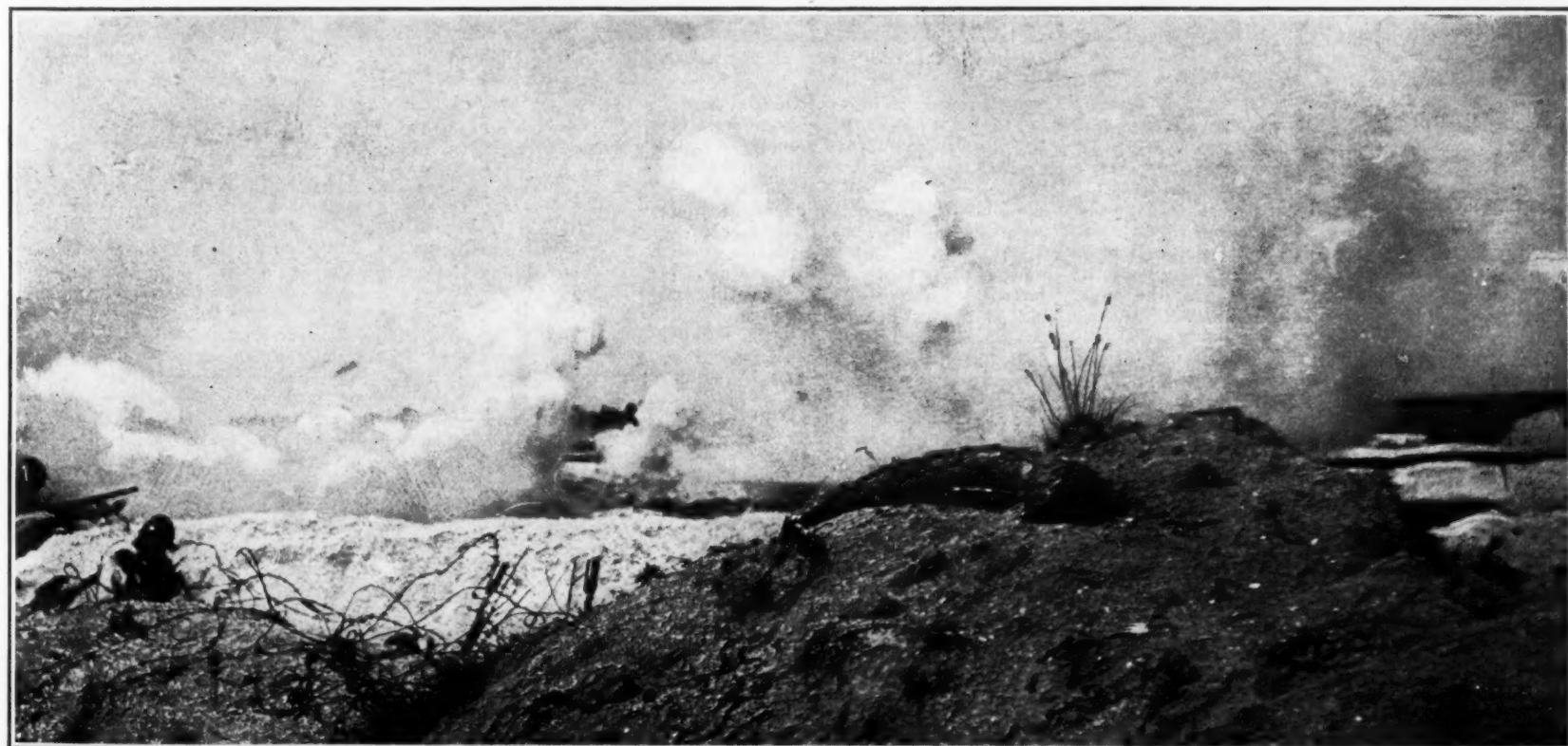
allowing the side using it to conceal its actions and to advance under cover of the smoke. Here the Allied infantrymen are charging across "No Man's Land."



THE SIGNAL CORPS IN ACTION

Second phase of the assault. After the charging infantry, the signal corps follows behind, carrying signal fuses, attached to its guns. These fuses are thrown in the

air so as to announce to the artillery in the rear how far the charging infantry has advanced. Telephone connection with the rear is established as quickly as is possible.



THE ARTILLERY DOES THE REST

Third phase of the firing, showing the intense barrage fire set up by Allied artillery after the infantry has reached its objective, to prevent the enemy from making a

counter charge. Under its protection, the Allied forces rebuild captured trenches damaged by their artillery. At the extreme left is a French machine gunner in action.

A Week of the War

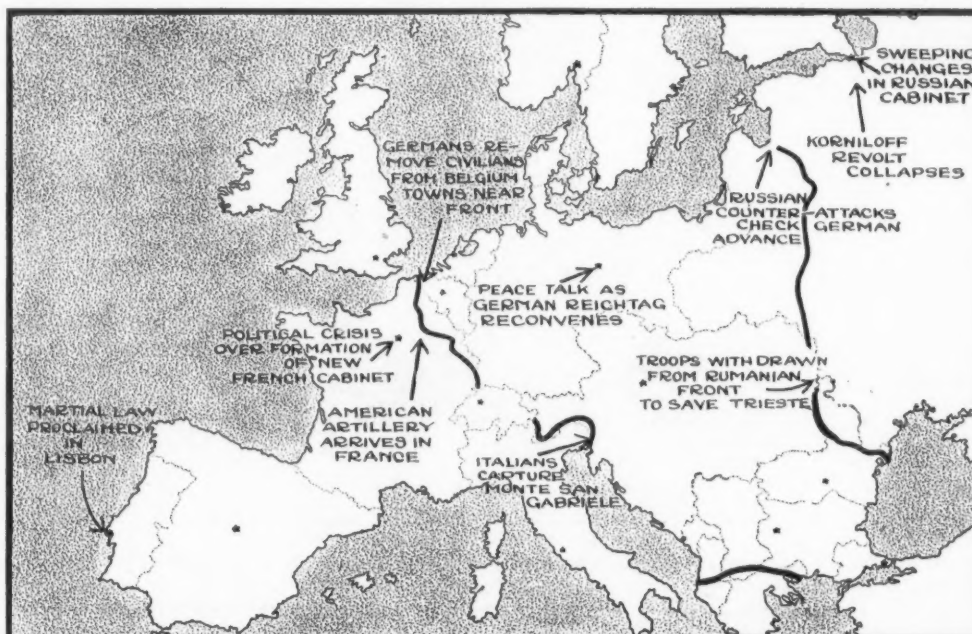
By HENRY FARRAND GRIFFIN

DESPITE many handicaps and the desperate resistance of heavily reinforced Austrian troops, the Italians have succeeded in capturing the dominating heights of Monte San Gabriele, about five miles northeast of Gorizia. The Italian general staff with good reason considers this the most important victory won by Italy during the war. For the time being the drive on Trieste may have to halt while the captured positions are consolidated, the attacking forces reorganized and the munition supply replenished. But the most difficult obstacles to a further advance have been cleared away and given the men, guns and munitions the Italians can probably drive on to Trieste. Italy has the men. Proportionately she has greater reserves in man power than any of the major belligerents except the United States. But she has not the manufacturing resources and the raw materials in coal and iron for the tremendous munition production required by a sustained offensive in modern warfare. British artillery and British naval vessels played an important part in the recent Italian successes. Now the Italian general staff is proposing that this assistance in guns and munitions be greatly extended. The Italian leaders argue with great force that Austria is the weak link in the Teutonic alliance. They assert that given the artillery and munitions they can take Trieste and Pola, the naval base whence German submarines in the Mediterranean operate, and then drive on into Austria with so serious a threat to Vienna that Austria will be forced to sue for a separate peace. The Italians cite the deadlock in France and Flanders as evidence that the German western front is practically impregnable and at best could only be broken at hideous cost. In conclusion they declare that the way to strike Germany and end the war is through Austria. This reasoning is not to be dismissed lightly and there is no doubt that the Entente Allies will give it serious consideration, whatever the final decision may be. It is necessary, of course, to discount to some extent the Italians' eagerness for a concentration of effort on their front. Obviously, the more Austrian territory Italy has actually occupied, the better her chance of having her very ambitious claims recognized by the peace conference. And we must not forget that the Italian imperialists want to make the Adriatic an Italian lake. In any event with these considerations in mind we can better understand the grim determination of the Italian offensive in the face of casualties that must have been enormous. The nearer a peace conference appears to the Italian political and military leaders, the more anxious they will be to have Trieste in their possession before the conference convenes.

Italians Capture Monte San Gabriele

As the members of the German Reichstag assembled for the session beginning September 26th, it was clear that the Kaiser, the Junkers and the Pan-German Imperialists realized that they were facing an acute crisis. In forming any opinion of the political situation in Germany there is one point that will be well to keep always in mind. For reasons best known to themselves most British and American newspapers quote far more extensively from the imperialistic publications in Germany than from the liberal organs. We read long extracts from editorials railing against Wilson's note to the Pope, but very little is quoted from such newspapers as the *Vorwärts*, which declares that Wilson is only asking of Germany political changes which German liberals themselves have long urged. Remember, too, that by the searching test of comparative circulations the liberal newspapers represent a far more numerous constituency than the rabid Pan-German publications. The imperialists may make more noise, but impartial observers of conditions in Germany know that there

is a silent rapidly growing liberal movement for sweeping political reforms that may before long fully satisfy President Wilson's demand for a truly responsible German government. Only the event can prove whether there is courage enough, and leadership sufficiently strong, to force such changes during the present session of the Reichstag. It may not be likely, but it is by no means beyond the bounds of possibility. The coalition between the Socialists and the Catholic Centrists, holding a clear majority of the Reichstag, seemed as closely united and as determined as ever when the Reichstag assembled. And it was clear that their support throughout Germany had steadily grown since the previous session when they precipitated the crisis that resulted in Bethmann-Hollweg's resignation. Their position now is still further strengthened by the clear inference in President Wilson's note that Germany can obtain reasonable terms of peace whenever she is prepared to establish a truly democratic government responsible to the German people. It is not wise to prophesy what the masses of Germany, led by thinking liberals, may not accomplish over a period of time.



NEWS SALIENTS ON THE MAP OF EUROPE

THE speedy collapse of General Korniloff's revolt is the best news that has come from Russia in a long time. In some quarters among the Entente Allies and even in this country there was a disposition at first to hail Korniloff as the strong man who was to save Russia from herself. These voices were quickly stilled when it became evident that all the more truly patriotic element of Russia was rallying to Kerensky's support. The fact is that the strength displayed by the Provisional government in this grave crisis was a surprise even to its friends, and there is strong likelihood that Russia will be strengthened rather than weakened by Korniloff's ill-advised attempt at counter-revolution. For one thing the radical extremists have had an object lesson of the ill-effects of undermining discipline in the army. General Alexieff's acceptance of the post of chief of staff, under Kerensky as titular commander-in-chief, is a clear indication that the Premier has at last recognized that stern measures must be taken to restore discipline from top to bottom of the army before there can be any hope of genuine reorganization. Alexieff resigned the chief command solely because Kerensky previously was not willing to take such measures, and it is not likely that he returned without assurances of the Premier's support. It was undoubtedly Kerensky's fear of the extremists in the Council of Workmen and Soldiers that led him to procrastinate so long with a situation obviously dangerous. Even the extreme radicals must now see that disorganization of the army is a direct invitation to counter-revolution, and in their present chastened frame of mind they are more disposed to let Kerensky and Alexieff have their way. The Provisional government faces a difficult problem in determining the fate of Korniloff

and other high officers who shared in his revolt. Its demand for Korniloff's unconditional surrender was generally interpreted as an indication of severe punishment to come. Yet the government may well hesitate to stir up the resentment such a course would almost certainly entail. There are some members and former members of the Provisional government who have had more or less sympathy with the objects Korniloff ostensibly was seeking to obtain. They have regarded his course as mistaken, but actuated by genuinely patriotic motives. We may be sure that this point of view will be forcibly presented to Kerensky and may lead to something approaching a general amnesty. Such a course would probably hold the most promise of lessening the factional strife that has brought Russia into such grave peril. It is clear that Korniloff greatly overestimated the strength of the support he might expect both within and without the army. The so-called "savage divisions" and most of the Cossacks promptly abandoned him as soon as it became clear that he intended to oppose the Provisional government by force of arms. One redeeming feature of the entire crisis was the apparent care both factions took not to

weaken the front before the enemy. It would seem that Korniloff's attempt at revolt was Germany's great opportunity. Yet at the same time Korniloff's forces were threatening Petrograd Russian counter-attacks were reported to have checked the German advance from Riga. On the southern front and in Rumania Von Mackensen's offensive seems to have dwindled into desultory skirmishing. In this case the reason was doubtless different, as both men and guns were hastily withdrawn from these sectors to reinforce the wavering, hard-pressed Austrian lines before Trieste. Here again was a good example of the very great advantage the Teutonic Allies have in fighting on interior lines. More than once this advantage has saved them from disaster and all through the war it has severely handicapped the strategy of the Entente Allies.

THE military world has settled down to another year of war. Anxious as all right feeling people are for the end of

slaughter one must not blind himself to the facts in the case. Hard pressed as Germany is her military effectiveness is unweakened to an extent that is likely to bring her downfall at this time. As long as she can fight even with odds of favorable victory very much against her, she will fight. It is unthinkable that the Allied nations will talk peace before the German military machine is crushed. October and November are likely to see offensives of first importance along the Allies' line on the western front but already the air at Washington is full of the prediction that the next "big push" will take place in the spring of 1918 after the United States army has become a big factor in military operations. If such is the case, unless the German lines weaken to a marked extent during the winter, next spring's fighting is likely to be on a scale far beyond anything yet seen. Already the war is coming home to America with casualties reported every day in the press and a submarine scare off Nantucket. While the fear of submarines along the coast is slight the very fact that an alien wireless operator can send out disconcerting S. O. S. signals will not increase that snug feeling all too prevalent in this country. Meanwhile the National Army is beginning its training at the sixteen cantonments which will house the men during the winter, and the National Guards of the States have been swallowed up in the federal reorganization, and are hard at work in Southern camps. Many an old regiment, proud of its splendid record, has taken a three numeral designation and is lost to the public under the blanket of silence which the war department has thrown over army movements. Aviation fields, officers' training camps and bases for instruction in varied fields are now in operation,

Corn b
yield a

The great
supplies
are pun

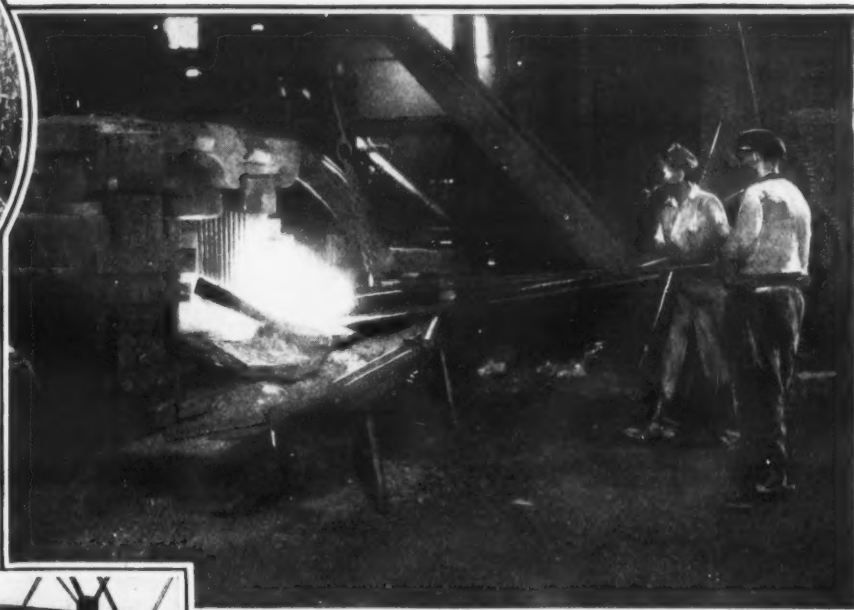
Work That Aids to Win the War

Photographs from Press Illustrating Service



KING CORN IN COMMAND

Corn bulks more bushels than any other grain crop raised in America. The annual yield averages about 3,000,000,000 bushels. This year corn will be used more as a food than ever before.



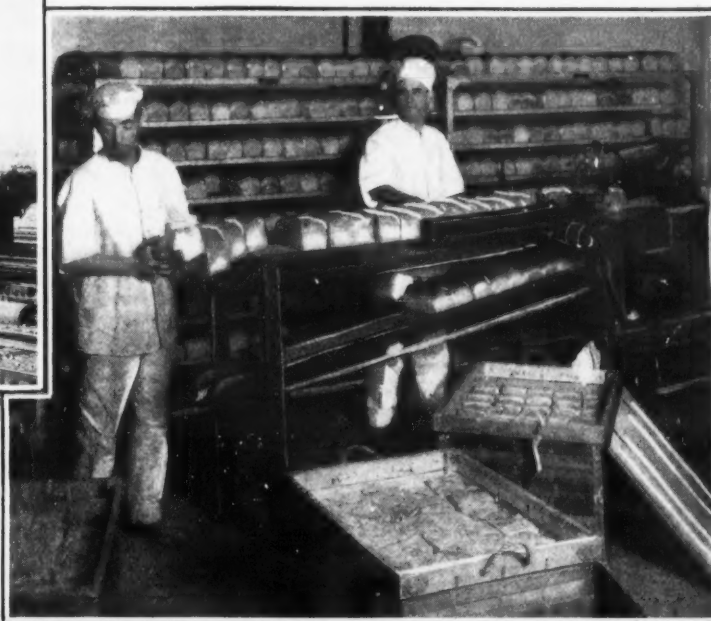
THE GREAT IRON AND STEEL INDUSTRIES

In the metal mills of America the iron and steel for the nations at war with Germany is worked. After the war American mills will play an even greater part.



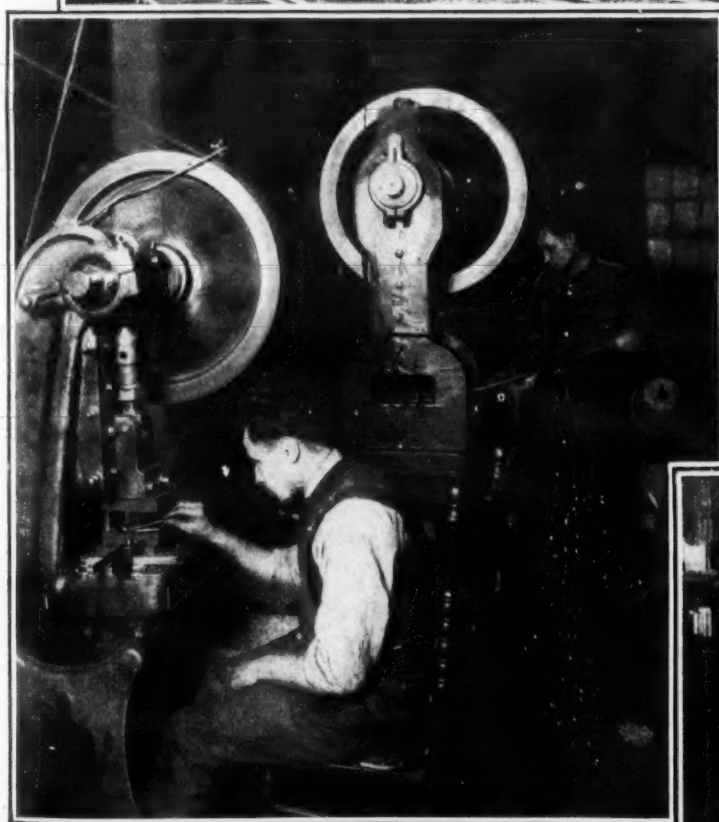
A "SAFETY FIRST" TRAIN

This Government "safety first" train is leaving Washington on a tour of the country. Conservation of human life here at home is one of the greatest aids for the army abroad, as accidents reduce the military and industrial efficiency of the country.



MAKING BREAD

Germany has long issued bread tickets in order to conserve the empire's wheat supply. This great bakery produces bread of high quality with minimum flour wastage.



MAKING SURGICAL INSTRUMENTS

The great war has created a demand for surgical instruments and supplies such as the world has never seen before. These workmen are punching out metal from which hypodermic needles and other delicate instruments are made.



THE MUNITIONS FACTORY

The world today is one vast munitions factory and this industry is geared up to a scale of production far greater than anyone dreamed of three years ago. America is fast becoming the arsenal of the Allies and much of the country's internal prosperity comes from this industry.

Watching the Nation's Business

SOME remarkable conclusions have been drawn from an examination of recent Presidential messages. Critics at home have declared that the President's reply to Pope Benedict was too idealistic.

In Germany it has been pronounced by some as being entirely without idealism. Another thought advanced is that it wasn't

written by him at all, but by another.

The thought was that he had been guided by foreign promptings as a result of consultations by cable with the Allied governments.

These views are based on the fact that it was shorter and less rhetorical than many of his state papers. A "fall" has also been taken out of his address to the soldier boys. This, it is hinted, ran too much to words, which defect was attributed to the fact that President Wilson is his own typist. Each and all of these forget that the President is, first and foremost, a literary man. His earlier productions show him a student of style as well as of history. Thus, the literary proprieties call for an accurate gauging of length, language and manner of treatment to the occasion. A contemplated entrance into war calls for extended and patient delineation of all attendant features, with scrupulous exactitude of phrase. Once in the melée, an answer to the head of a great religious body on the subject of peace demands respectful consideration, concise statement and definite conclusion, without too many words. In addressing the "boys," no argument is needed—just good wishes and a friendly clap on the shoulder. No, Woodrow Wilson is still his own spokesman, and needs no foreign prompter. Far as is the cry from a college professorship to the headship of the nation, he is also still the literary man to his finger tips.

By THOMAS F. LOGAN

Leslie's Weekly Bureau, Washington, D. C.



THE PROBLEM OF ALLIED AIR SUPREMACY SOLVED AT LAST?

American engineers have been working for months on the production of a standardized type of airplane engine which should be efficient and powerful and which, at the same time, can be made in large quantities by any and all of several hundred well-equipped factories. Secretary of War Baker has just announced that the engine has been perfected and has met every test. The photograph shows a recent model on the truck and laboratory apparatus on which it is transported and tested for altitude performance on the top of Pikes Peak. Its operation in the rarefied air, under the same conditions as would prevail were the engine flying in an airplane at a height of over 14,000 feet, gives valuable data as to what adjustments will be necessary and the proportion of power that may be lost when in actual service under these conditions.

OF the 60,700,000 horse-power of water-power in the United States, all but 5,300,000 horse-power is running to waste. The water is at present locked up against utilization by the laws governing the forest

reserves, the general public domain and the navigable streams. Congressmen have not hesitated to advocate higher rates on mail matter of the second-class, but have not found time to open up these water-powers so that print

paper can be made cheaper for the publishers. It has been estimated by Secretary of Agriculture Houston that there is enough timber going to waste in the forest reserves and on cut-over lands to supply wood pulp indefinitely, if the question of its manufacture by water-power could be solved.

Three bills now pending in Congress—the Shields Bill, the Walsh Bill and the Small Bill—are designed to release the water-power to private development in the three fields mentioned. Apparently, however, it is easier to pass billion dollar appropriations, issue bonds and impose direct taxes on "war profits" than to harness the waters to useful purpose.

THERE has never been a budget system in the United States. The object of a budget is to indicate the relation between taxes and expenditures.

The people ought to know where their money goes. If this is desirable when millions are appropriated, it becomes all the more so

when the government expenditures run into the billions, and billions in taxes are imposed on the citizens of the nation. The average politician opposes the idea on general principles. It means that daylight will be thrown on pet schemes of local legislation, whereby his popularity

(Continued on page 447)

Russia Needs an "Organizer of Victory"

By CHARLTON BATES STRAYER

REVOLUTIONARY Russia has not yet discovered its savior. Evidence of this is the clash between Kerensky, civic ruler, and Korniloff, commander-in-chief of the army, a clash that is of overwhelming importance not only to the future of Russian democracy but also to the cause of the Allies as well. In her revolutionary days, France found in Carnot an "Organizer of Victory," and in the Committee of Public Safety a bulwark of strength. In our Civil War, Lincoln ran through a long list of generals before he found Grant, the "silent fighter," who accomplished things. In the early days of his régime Kerensky rallied the army at the front, but disorganization has not ceased to abound and Riga has been lost to the Germans, who now threaten Petrograd.

Russia's troubles go back to two primary mistakes in the early days of the revolution. One was stripping of the Duma of its powers; the other was putting army discipline in the hands of the troops. Commenting on this order in the issue of May 17, I characterized it "an extreme reaction from autocracy that bodes ill for stability of government." It is this question of army discipline that brought about the Korniloff rebellion. There can be no compromise upon it if Russia is to be saved from tobogganing to chaos and destruction. At the recent Moscow conference, Kerensky agreed with Korniloff that the death penalty and discipline should be restored in the army, that Russia's most pressing need was to reorganize her army and repel the foe. When, however, Kerensky returned to Petrograd, a hotbed of socialism, and the Council of Workmen's and Soldiers' Deputies voted against the death penalty order, he hesitated to enforce the program of "blood and iron," a hesitancy which precipitated Korniloff's

demand that all civil and military powers be turned over to him.

Feeling in Washington favors Kerensky, while the British press leans to Korniloff, or a man like him, as the hope of Russia. At this juncture, Kerensky seems to be in the ascendancy. What Russia needs above all else is a military dictator. Premier Kerensky has taken command of Russia's armies, but it remains to be seen whether he is strong enough to withstand the Council of Workmen's and Soldiers' Deputies,—a self-constituted organization of idealists, theorists, anarchists and syndicalists, with a smattering of workingmen and soldiers, who have heretofore been dominating the government. Whatever the outcome, the Allies can put little reliance upon Russia as a fighting force. In Germany little talk is now heard of separate peace with Russia, the feeling apparently being that in any event, Germany is master of Russia. But even should German armies march on to Petrograd and subdue a large part of Russia, it will not prove the great asset to Germany now that such a conquest would have been in the early weeks of the war.

THE news that a Swedish diplomat in Argentina had acted as an intermediary for transferring messages to Berlin is one of the greatest international sensations of the war, and once more confirms the fear that every neutral will be swept into the maelstrom before the war is over. While

Sweden's Duplicity Argentina was negotiating with Germany for the protection of Argentine lives and ships, Count von Luxburg, German Minister at Buenos Aires, was advising his Government through the medium of the Swedish Legation to leave no trace of

Argentine vessels in case of submarine attack. Argentina's dismissal of the German minister, her demand on Berlin for an explanation, and the anti-German riots in Buenos Aires indicate that the next step will be the severance of diplomatic relations with Germany. "If the accusations are true," says the Stockholm *Social Demokraten*, "the Swedish Minister, Count Lowen, is hopelessly compromised and the country's honor stained." The British Government has asked Sweden for an explanation, and the British press is particularly bitter toward Sweden, because in 1915 the Swedish Foreign Office gave assurance that the use of Swedish diplomatic facilities for the transmission of German messages should cease. Unless satisfactory explanations and apologies are forthcoming, it will be difficult for Sweden to maintain her neutrality. That Sweden realizes this danger is seen in the action of the government in prohibiting men of military age from leaving Sweden. Whether Sweden enters the war or not, the United States, through its control of food supplies, has the whip hand over all neutrals, and will see that Sweden ceases to be a depot of supply for Germany. The objective of the Administration in making its disclosures was not Sweden so much as Germany, to open further the eyes of the world to Germany's unscrupulous methods. The incident suggests the same type of diplomacy which inspired the Zimmermann note with its effort to arraign Mexico and Japan against the United States while this country was still a neutral. It confirms once more, the soundness of President Wilson's position that we cannot make peace with the German Government as now constituted, simply because it may not be trusted.

(Continued on page 447)

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Men Who Are Making America

How John D. Rockefeller Became America's Foremost Organizer and Richest Man

By B. C. FORBES (Copyright, 1917, by B. C. Forbes)

EDITOR'S NOTE:—LESLIE's in this issue gives the "human interest" story of Mr. John D. Rockefeller, written by Mr. Forbes after months of study of his subject. This article is by far the most intimate and accurate that has ever been written about the founder of America's most powerful business organization. Next week Mr. Forbes will tell the story of Albert T. Earling, President of the Chicago, Milwaukee and St. Paul Railway.

JOHN D. ROCKEFELLER is the most impressive, the broadest-visioned, the most fundamental-thinking man I have ever met. Napoleon "thought in Empires," Cecil Rhodes "thought in Continents." John D. Rockefeller thinks universally; his yard-stick is the world, the whole human family. His invariable test is: How will it affect mankind? He looks and acts beyond parochialism, beyond provincialism, even beyond nationalism. For example:

"The support of a hospital is a local duty and ought to be regarded by local people as a privilege," he told me. "The hospital serves only its own locality. But if a body of earnest, brainy, resourceful, scientifically-minded medical men can be enabled to conduct researches that may evolve new knowledge which can be placed at the service of all, then something is accomplished for the whole human family. That is a duty and a privilege beyond any one locality. That is something a rich man can properly aid."

"What has given you the greatest satisfaction in having been able to do?" I asked.

We were playing golf, and Mr. Rockefeller played one of his characteristically straight iron shots before replying. Then he replied only indirectly.

"If in all our giving we had never done more than has been achieved by the fine, able, modest men of the Medical Institute, it would have justified all the money and all the effort we have spent. Only a day or two ago I received a report that we have discovered a cure for the terrible war condition known as gas-gangrene. The tests convince these scientists that the new serum will prevent in large measure that destructive disease which has already maimed for life or killed thousands of young men. Isn't that a splendid and timely work these men have just done?"

Mr. Rockefeller will converse a whole day without using the word "I" half-a-dozen times. He always says "We"—unless telling a joke at his own expense. Once, before I knew Mr. Rockefeller well, when he said "we" in reply to a question I asked about an early incident of his career, I was puzzled as to whom he meant. "But who were the 'we'?" I asked. He was embarrassed. He alone had done it. I had gathered from the records. "Oh—well—my brother William came in with us—later," was the halting, evasive reply born of modesty.

Another time I had cornered him into admitting that it was he and not any "we" that had done a certain thing. Mr. Rockefeller didn't quite like it.

"You must be careful," he cautioned, "if you write anything about me, not to make me out as having done anything more than the other men you write about."

I mention these incidents to illustrate the trait that first strikes one in Mr. Rockefeller, his innate, unassumed modesty, his unobtrusiveness, his utter lack of

ostentatious self-assertion. Pressure was brought to bear upon Mr. Rockefeller several years ago to have him assist in preparing a full biography of his life and work.

"No," said Mr. Rockefeller in all sincerity, "I have never done anything worth writing a book about." And no biography was written.

I count myself exceedingly fortunate in having been able to induce Mr. Rockefeller to recount some of his early struggles and experiences, to emit occasional flashes of his philosophy of life and to express his views on the ever-fresh and timely subject of the attainment of success. "Don't make me preach," was another of Mr. Rockefeller's modesty-inspired injunctions to me. He simply abjures the idea of being represented as posing as an authority or a self-appointed dictator on any subject. "Don't take my son's say-so about me—he's biased," was another of Mr. Rockefeller's exhortations, given laughingly in front of John D. Rockefeller, Jr.



MR. ROCKEFELLER AT GOLF

Mr. Rockefeller is an enthusiastic golf player. He took up the game late in life and attributes much of his present good health to the exercise he obtains on the links.



MR. ROCKEFELLER AND A GRANDDAUGHTER

Mr. Rockefeller is particularly fond of children, and the Rockefeller smile is never more in evidence than when he is talking to them.

Here are some of the pointed sentences dropped informally—at golf or automobiling or at the table—by the most remarkable man the world of business has ever produced:

"The most important thing for a young man starting life is to establish a credit—a reputation, character. He must inspire the complete confidence of others."

"The hardest problem all through my business career was to obtain enough capital to do all the business I wanted to do and could do given the necessary amount of money. You must establish a credit (character) before you can hope to have people lend you money."

"The first large bank loan I received—it was \$2,000, a big sum in those days—was granted me only because the head of the bank made himself familiar with my mode of life, my habits, my industry and learned from my former employers that I was a young man who could be trusted."

"Nowadays young men—and others—want to have too much done for them. They want to be presented with bonuses; they want all sorts of concessions."

"To get on, young men should study their business thoroughly, work carefully, accurately and industriously, save their money, and then either become partners by buying a share of the business or go out and form a business of their own."

"They must be self-reliant. They must not expect to have things handed them for nothing. They must make themselves strong by becoming able, brainy workers, by establishing a credit and by accumulating every dollar they can save after doing their full duty to society."

"The way business is conducted now, it is easy for a man to buy shares in it and thus participate in the profits."

"As for opportunities, there are ten to-day for every one there was sixty years ago. There were then few opportunities and very scanty means of taking advantage of them. Now large opportunities constantly spring up everywhere and we have a wonderful currency and credit system for enabling people to take hold of them."

I asked Mr. Rockefeller how he came to conceive the idea of forming the Standard Oil Company, the first large-scale industrial combination in modern times. His scrupulous care to give credit to others and to minimize his own efforts again obtruded.

"We were not really the first to adopt the combination idea," he corrected me. (It was this "we" that tripped me up.) "The Western Union Telegraph people had begun to buy up two or three small telegraph lines and add them to their system. The Standard Oil Company was less the fruit of an idea than an outgrowth of necessity. The oil business was so demoralized nearly every refinery was threatened with bankruptcy. Prices were below cost of production. Competition had been very keen, not to say cruel. There were many bitternesses. Conditions had become impossible. Something had to be done if the industry was to be saved."

"I wrote our largest competitor asking if he would meet me at a certain time and place. Although we had not spoken for a year—as I told you, there were keen bitternesses at that time—he agreed. We talked over the whole oil situation. He realized that heroic measures would be necessary to prevent general ruin. He then agreed to sell his property at a fair valuation and to come in with us. After that other properties were acquired in the same way."

"Where did you get the capital, Mr. Rockefeller?" I asked. "You told me that capital was chronically scarce."

The veteran founder of the most wonderful business enterprise ever created by the brain of man smiled and, with a twinkle, remarked: "That had its funny sides. After we had had a property appraised and a price satisfactory to all had been agreed upon we offered either shares in the Standard Oil Company or cash," Mr. Rockefeller laughed. He hesitated as being undecided about telling more. I hinted that he must have something interesting in mind.

"Yes, it does seem amusing now, although it was a matter of grave concern to us then. I would whip out our check-book with rather a lordly air and remark, as if it were a matter of entire indifference to us, 'Will I write a check or would you prefer payment in Standard Oil shares?'"

(Continued on page 442)

"Are We Downhearted? No!"



TWO FROM ILLINOIS

These cavalymen are just reaching Camp Mills at Mineola, Long Island. Saddle-bags, shoes, overcoats and luggage cannot dampen their enthusiasm. We wonder what future captain of industry will credit his success to his foresight in buying up the second hand suitcases and grips which the new soldiers carry into camp.

LEGGINGS TO PLEASE EVERY TASTE

Woolen puttees of the spiral type are exceedingly popular among officers in all the Allied armies. Great latitude is now allowed officers in the selection of "leg armor." Don't try to tell a man's rank by looking at his legs, it can't be done any more.



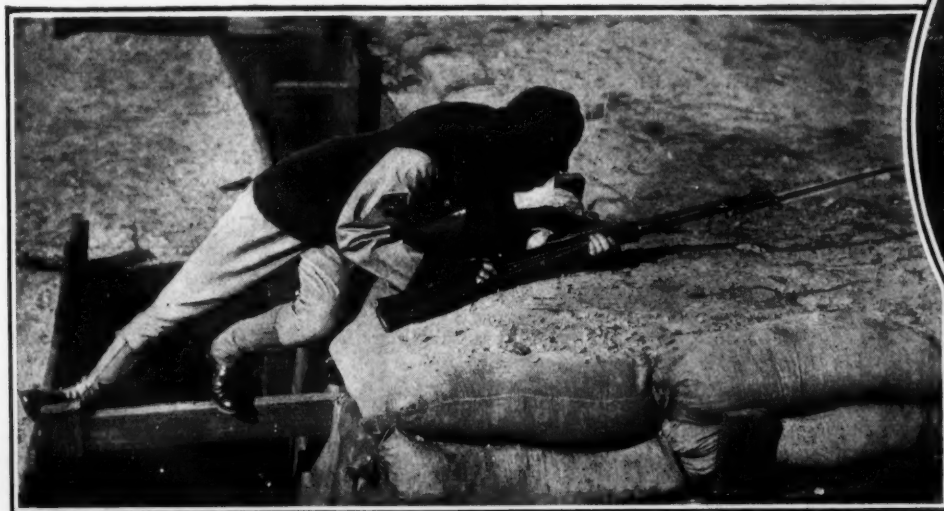
LEARNING A GENTLE ART

To be a good trench digger is as praiseworthy an accomplishment as to be a good rifle shot. This soldier is already a skilled workman.



COULD MATHEWSON DO THIS?

American soldiers are likely to prove the best bomb throwers for they are adapting years of baseball practice to the work. This man is working in a space the same dimensions as a narrow gauge ditch trench.



OVER THE TOP IN HIS SWEETHEART'S KNITTING

Commissions or no commissions the company is no stronger than its top sergeant. This one is demonstrating the best way to shinny out of a trench on the Berlin side. Apparently he too is going after work for his knitting needle. Notice how carefully he protects the point.



THE WEAPON THAT CREATED "NO MAN'S LAND."

Out in the trenches they keep the machine guns oiled and ready for instant use. These men of the 5th New Jersey Infantry intend to have their gun do its part without a jam or a hitch.

Dutch Ships and London's Welcome



DUTCH SHIPS LYING IN THE HUDSON RIVER AWAITING PERMISSION TO SAIL

Ever since President Wilson placed an embargo on exportation to neutrals on the ground that such supplies eventually found their way into Germany or released other supplies for shipment to Germany a great number of neutral ships, chiefly Dutch, have been held in the North River. Now a special mission has come from Holland to discuss commercial relations with the Government and if possible to secure the shipment of coal and foodstuffs. The Dutch are already on a strict bread ration

and will be put on a coal allowance. The members of the mission deny that Holland has reexported foodstuffs to Germany and assert that they have figures to prove that there is nothing left over from their imports to reexport even if the Dutch government allowed such reexporting, which it does not. Holland looks forward to a severe winter and, according to the mission, is face to face with starvation unless the commissioners can come to some agreement with Washington that will release supplies.



WHEN THE UNITED STATES TROOPS PARADED IN LONDON

This scene shows the American troops swinging around from Whitehall into Cockspur street in a rather gentle London haze. Trafalgar Square is packed with cheering English men and women. The demonstration which London gave our men on August 15th is said to have been the most enthusiastic that has greeted any troops since the

war began. Hats went off to the Stars and Stripes as the regimental colors went past. All along the lines the "Bobbies" saw to it that the wounded "Tommies" secured the points of vantage nearest the curb. In front of Buckingham Palace King George and the Queen-Mother, Alexandra, reviewed the American contingent.

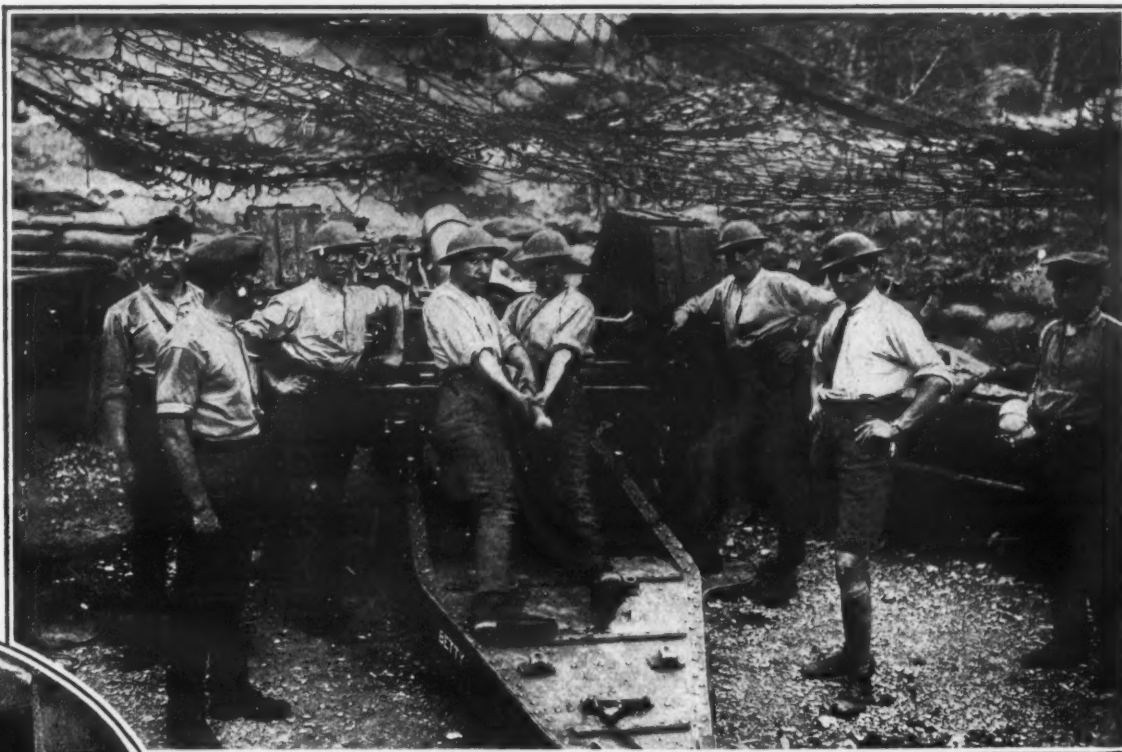
On Land, Sea and Inland Waters



A MODERN SOLDIER'S VACATION

THE GILLIAMS SERVICE

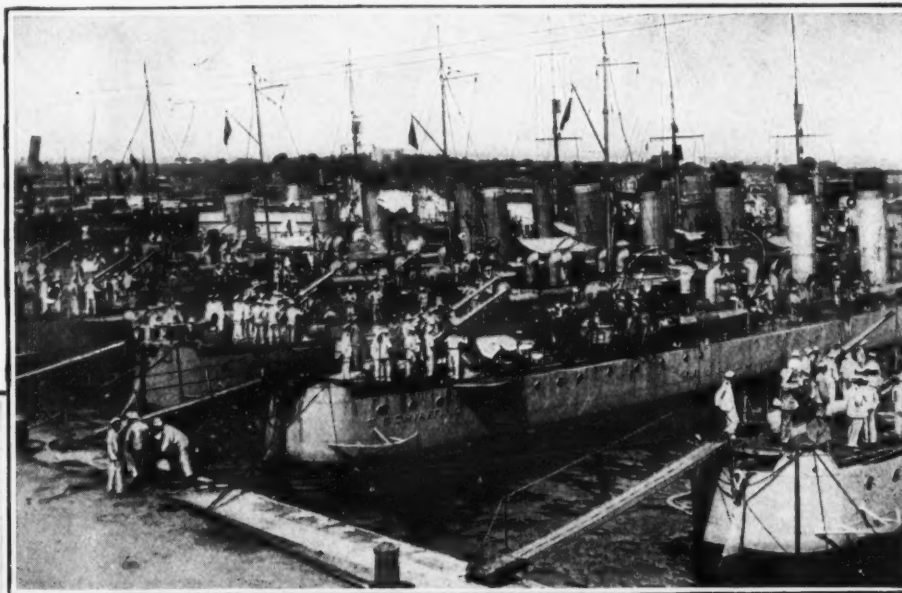
Remembering his many pleasant canoe vacation trips before the war, this poilu is cruising about a water-filled shell hole close up behind the lines in a hogshead. Simple as the play appears one feels that this soldier must be an expert equilibrator or there are likely to be some clothes to dry soon.



A BRITISH HOWITZER ON THE ITALIAN FRONT

CENTRAL NEWS SERVICE

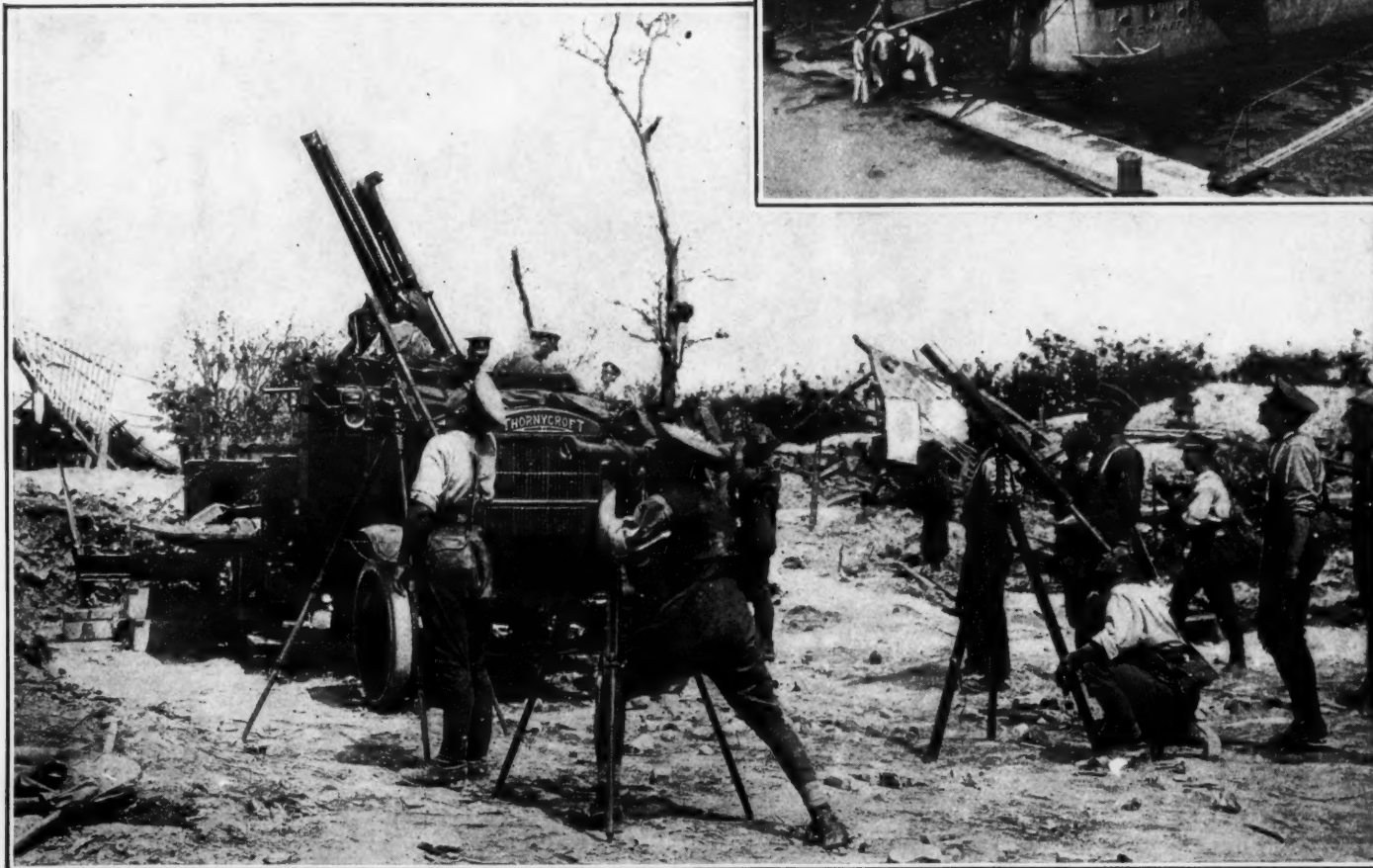
British soldiers are fighting on all fronts. Apparently these artillery men are "Anzacs" or troops from Australasia. Over the gun and men is stretched a camouflage screen to prevent discovery by enemy airmen. "Betty" is the good old artillery name painted on the trail of this particular gun. Probably the Austrians think of it in no such gentle term.



CENTRAL NEWS SERVICE

ITALIAN TORPEDO
BOAT DESTROYERS

Italy seems to be gathering momentum as the war goes on. Her recent offensive against the Austrians is apparently the most energetic and successful her troops have made. Here is an Italian destroyer fleet in port. Each ship is liberally supplied with torpedo tubes and 4-inch guns for work against ships and aircraft.



PREPARING GREETINGS FOR A GERMAN AIRMAN

PATHE FILM

The crew of this British anti-aircraft gun are spotting a German airplane. The gun is mounted on a motor lorry which also carries ammu-

nition for the gun. Such weapons as this are extremely efficient because of their mobility and the rapidity with which they can get into action.

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THERE are three questions uppermost in the minds of all mothers who have sons in training; they ask: Is he comfortable? Is his health safeguarded? What about his morals?

We mothers are a peculiar genus. We cringe at the thought of suffering for our loved ones, and turn pale at the mere thought of bloodshed. Petty discomforts and the rigors of necessary discipline loom large in our imaginations, and we torture ourselves with forebodings all out of proportion to the true situation. But when the real pinch comes, when the big calamity actually breaks and the rest of the family are distraught, Mother stands like a rock, meeting the things that have to be—the General of the hour, cool-headed, calm, resourceful, commanding her son to go forth, and die if need be, for the honor of his country. That's motherhood for you, just as God made it in the beginning, and as it has come on down from the Spartans, through the Crusades and the Civil War, to this last great holocaust.

These are the inherent traits which make the fancied hardships and temptations of the present army training camps almost harder for the mother to bear than the later realities of the battleship or the trenches. To satisfy—or verify—my own misgivings I have visited the camps where a part of the great conscription army will soon be fitting for active service. I have had long talks with the commanding officers; I have eaten, and rode, and "gossiped" with the boys themselves; and I have made careful inquiry of thoughtful people outside the camps. Conditions are not yet ideal, and probably will not be, so long as the Government is forced to exceed the speed limit in providing housing and supplies for the constantly increasing horde, but every indication is given that our boys are going to be taken care of in the most thorough manner possible. In my judgment the young men who go into military training camps are subjected to no more dangers, either physical or moral, than those who go away to college, or enter business or industrial life in a great city.

I have tried to write things just as I saw them, intimately and simply, answering the questions so many mothers are asking these days. War is such an unaccustomed word in our vocabulary that we are having to learn things from the very foundation. The business of war is unfamiliar to our government too, and general plans approved and set in motion today, may for very good reasons be displaced by others next month. There may, therefore, be some seeming inaccuracies in this article. I have endeavored to verify every statement made, yet local conditions, or the emergency of the hour may have necessitated changes from the accepted rule at certain times and places. Camp restrictions and minor rulings are left largely to the discretion of the Commandant, and it naturally follows that details are not worked out the same in all localities.

As to your boy's comfort—comfort is a relative term, and the things which would be far from a boy's choice in his ordinary home surroundings may suit him exactly when he is out with thousands of companions training for war. It is to the government's interest to keep its soldiers in the best possible physical condition, and to make the men satisfied and happy. Oliver Cromwell's maxim "An army travels on its belly, but fights with its soul," still holds good, therefore food and morals are matters of vital importance. Wholesome, well-balanced rations are served—and they are clean, for cleanliness is one of the first requirements of army life. The fare does not include delicacies nor rich desserts, but the food, which make muscle, and endurance, and good blood are there, and they are furnished in sufficient quantities to satisfy the most vigorous army appetite. In some camps where the different companies are allowed to select their steward and carefully plan the expenditure of their ration allowance, the meals are truly surprising.

The old idea that army diet should consist largely of beans, hardtack and coffee, is no longer approved. In the present training camps meat, preferably beef, is served twice

A Mother's View of Camp Life

By BELLE CASE HARRINGTON



LIFE AT CAMP NOT ALL WORK

Members of Company D, 22nd Engineers, New York National Guard, watching a watermelon-eating contest near Camp Wadsworth, Spartansburg, S. C.



WHERE THE BOYS RECEIVE THEIR FRIENDS

To the end that soldiers' women friends and relatives may be received under the best conditions, "Hostess Houses" have been established at all training camps.



THE DEMOCRACY OF CAMP LIFE

Camp life fosters the true spirit of democracy. The aristocrat and the commoner meet on the same level about the community wash-basin.

a day, with white bread baked in the general camp bakery and kept twenty-four hours before serving. Where green vegetables can be obtained they are used, otherwise canned goods are substituted. Coffee is served at breakfast, and butter-milk, lemonade, tea, cocoa or water at other meals. Meals, which in the vernacular are "mess," or "chow," are served cafeteria style. Every soldier is furnished with an outfit which consists of a meat-pan, knife, fork, and spoon, and a long-handled cup. The cover of the meat-pan serves as a plate, and the outfit is so arranged that each man may do his own cooking in case of an emergency. Each man takes his meat-pan and passes before a table where he is served with the various dishes prepared. He then goes to a table, or if there is none, drops down on the ground, and eats in absolute contentment. Don't feel too sorry for the boys, even if they do write longingly home wishing for mothers' cookies or Jane's fried chicken. Men in outdoor training have good appetites, and they are far better off physically than if fed on the salads and ices and sodas they probably would have at home. What they miss most are sweets. If you are sending things from home put in cookies, candies, and jams or jellies. Milk chocolate is one of the things a soldier seems to crave, and a jar of malted milk will come handy if he is not feeling well. Be sure not to send food that is too rich. The boys are on plain diet, with extremes of climate, and sometimes doubtful water supply—and boys never do have sense when it comes to eating!

In clothing as in food, the utmost cleanliness is required, and many a boy is learning for the first time that clean clothing means work. Every man is expected to do his own washing, polish his shoes, make his own bed, sweep the floor, and possibly rake the street. Notice this, you mothers who used to wonder if your boy ever would learn to keep his room in order! In the hot climates underwear and socks must be changed, and consequently washed, every day. Every button must be on, and the regulation neckties and hats kept in good condition. In all the large camps there will be repair shops with cobblers to mend shoes, hatters to reblock hats, and women to mend and press suits. It is a big place some of these women fill. They are just ordinary women—probably assistants in tailor shops or plain seamstresses, back home; but they are sensible and practical, and to the average boy the woman who puts on patches and sews up the rips is somehow akin to Mother, and when a fellow isn't feeling just right or the letter didn't come from home, it's the most natural thing in the world to drop into the repair room for a minute and get a word of good cheer.

Boys who never wore wool before in all their lives, are taking to it enthusiastically. One fellow who heretofore had worn silk, remarked the other day "My Mother's got her life job laid out for her; I'm never going to wear anything but woolen socks after I get home, they're so big and soft and comfortable." Those in training send home all their civilian clothes after they reach camp, as everything is furnished, even underwear and pajamas. A man only needs to take with him the purely personal things like tooth-brush, razor, handkerchiefs, wash cloth and towels, brush, comb, and mirror, with simple first aid box and "housewife" containing needles, thread, and buttons. For the winter, inside sweaters, wristlets, and soft white inner socks, will doubtless be welcomed, the special things needed depending largely upon the location and climate.

There are four varieties of housing in military camps: barracks, which are the substantial wooden or brick buildings of a regular army post; cantonments, one or two-story frame buildings; tents which generally accommodate three; and the bivouac, which is just sleeping on the ground with nothing between a man and the sky, unless there happens by good fortune to be a blanket or a bit of brush. In barracks and cantonments the beds, which are folding cots, are set close together like the dormitory of an orphan asylum.

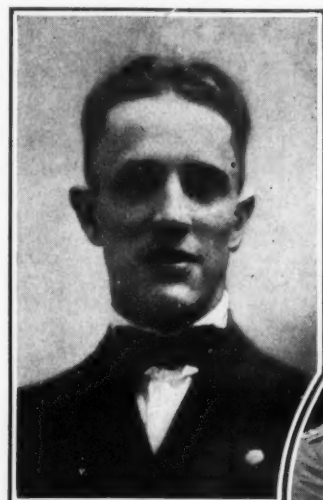
(Continued on page 445)

The Roll of Honor



HEIR TO THE THRONE IN KHAKI

Prince Henry, the third son of King George of Great Britain, in "Private" life is known as Henry Windsor. Although only 17 years old, he is anxious to do his part in the great battle for humanity, and has entered the army, in the true spirit of democracy, in the humblest rank and receives no more consideration than any other private of the realm.



THE WORLD'S HERO HIS EXAMPLE

Andrew Reid, 4th, a nephew of the world's greatest hero, Marshall Joffre of France, who is studying aeroplane making at the school of the Standard Airplane Corps at Plainfield, N. J. With such fighting blood in his veins, it will not be wondered at if young Reid wins fame in the great war. He is energetic and ambitious, and sincere in the hope of doing some deed that will make his name live in the family archives alongside of that of his illustrious relative, the Hero of the Marne.



AN AMERICAN CAPTAIN IN ITALY'S ARMY

Dr. A. T. Webb is the only American to serve at the Italian front with the grade of captain. This is a remarkable distinction in Italy where official recognition of a foreigner in any branch of the service is difficult to obtain. But it is well merited and has been bestowed upon Dr. Webb for his wonderful work at the base hospitals at Udine, where he has changed the mutilated faces of men from suffering monstrosities into human guise. His work has formed an imperishable bond between Italy and America. Before the war Dr. Webb was official dentist to the royal family of Italy, and gave up a large income to go to the front. When America entered the war Dr. Webb immediately tendered his services to his native land through Ambassador Page at Rome. Dr. Webb is a native of Freeport, Ill., and his son is now being educated in America.



AMERICAN DECORATED BY KING ALBERT

King Albert of Belgium has just made an American airman, Sergeant Kenneth Proctor Littauer, a Knight of the Order of Leopold II, for exceptional bravery in air service at the Battle of Flanders. This decoration corresponds with the French Legion of Honor. Littauer has also received the Cross of War from France. He is shown in the center of the above group. Under the pen name of Paul Proctor, as well as under his own name, he has been a regular contributor to LESLIE's, and his poems have been widely recognized in America for their literary merit. Below is a new poem from his pen, just received by LESLIE's.

WAR SONG OF A FREE PEOPLE

Neither in bitterness nor hate,
Rather in sorrow, must we go,
Appointed instruments of Fate,
Justly to deal the blow.

Not in the greatness of our pride,
But humbly, as our sires of yore,
We lay our weeds of peace aside
And don the panoply of war.

Advised what hells we go to cheat,
Informed what deaths we fare to face,
Forewarned what pitfalls wait our feet,
We come to our appointed place.

Conquest of nations, far-flung fame,
Monarchs despoiled of fiefs and fees,
Such are no part of what we claim;
Shed we no blood for such as these.

But as our fathers blazed their trail,
Questing the single prize of worth,
So we—to seek the Holy Grail,
Freedom, the light of Peace on Earth!

Freedom! In mighty unison
We haste to tend that sacred flame.
Not till our task be wholly done
Shall we return from whence we came!

Sure is the strength of our intent;
Not till the Lamp of Freedom blaze,
High in the solemn Firmament,
Shall we return, with songs of praise!

Neither in bitterness nor hate,
Rather in sorrow now we go,
Appointed instruments of Fate,
Justly to deal the blow!



THE DESPAIR OF THE SLACKER

Sheriff Milton C. Miller, of Wayne County, Ohio, knows no slack in hunting the slacker. Aside from his own patriotism he has multiple reasons for making thorough work of rounding up men who evade doing their duty to their country. He has three sons in the service, Capt. Robert, Sergeant Walter and Corporal Harry, shown in the upper row. His other son on the extreme right of the same row, is his deputy. Mrs. Miller is matron of the jail, and Adelia, their daughter, is also deputy in her father's office.

Sammy's Digging Répertoire

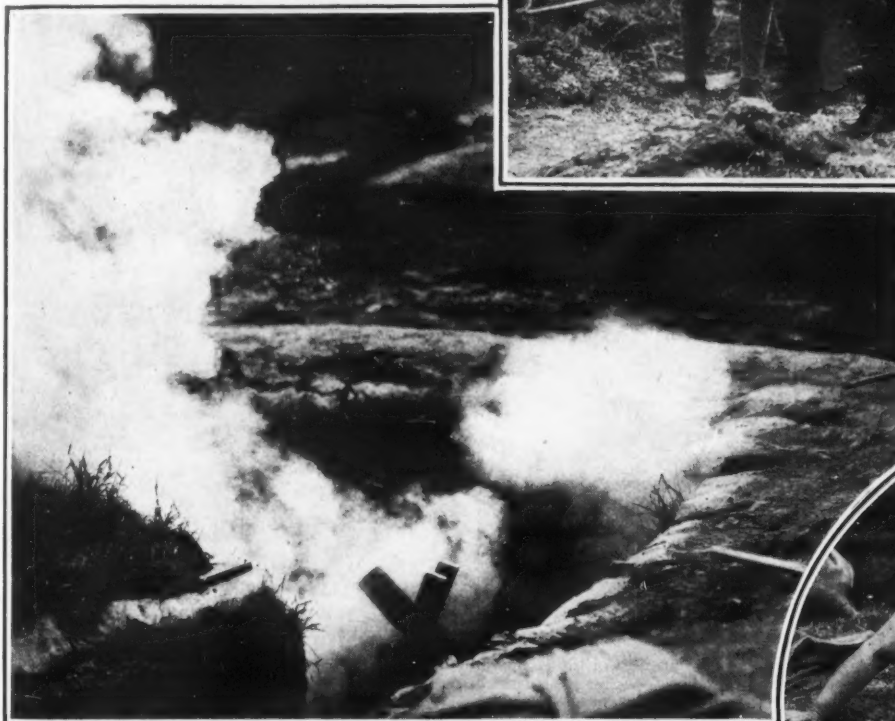
Our New Soldier Boy's Education Includes Digging and Then More Digging

Photographs by EDWIN RALPH ESTEP
Special War Correspondent



"SAY, DON'T FILL 'EM SO DARNED FULL!"

Through the courtesy of various companies of engineers, the student officers and the ranks of the United States Army are given a condensed course in the Five Orders of Trench Architecture, supplemented by blistering lessons in the technique of the pick and shovel. When the war is over there will be many expert shovelmen, for the months of training of the new National Army will consist largely of trench-building. The pictures on this page were taken at Fort Sheridan, Illinois.



BOMBING WORK

While the officers in charge of the trench-making and trench tactics are awaiting the arrival of modern trench mortars and winged bombs, they give the students a close-up of high explosive work by means of gas pipe mortars that shoot hand-made, deckle-edge tomato-can bombs.



"DON'T DIG TOO DEEP"

The soldiers are at all times sure of what they are digging, because the samples are labeled with hand-painted signs and the digging is done in the daytime, while the sun is bright and warm. Of course, it would be more romantic for the young soldiers to dig at night, under *mitrailleuse* fire—but in the uncertain light from an enemy star shell, the fledgling might dig too deep.

AFTER THE ENGINEERS ARE THROUGH

Our Engineers have deduced five styles of trenches from the fashionable battle salons of Europe and these have been standardized. Said Engineers invade an officers' training camp or a mobilization cantonment and stake out a trench claim. They next dig and decorate five short trenches and a few machine-gun safety-deposit vaults. Thereupon they stretch themselves on the lawn and watch the untutored hosts become proficient diggers.





A CAMP KITCHEN

One gets an idea of the tremendous amount of supplies needed for an army from these piles of crates and boxes in one corner of the American camp. About 120 men are interested in these piles. How large must the pile be to interest 2,000,000? Note the camouflage over the tent at the right to deceive the enemy.



IS IT A PRAYER MEETING?

No, it is not. The boys are getting ready for a little "close harmony." The organ, however, is used at prayers. The song books which the men are reading came from home. By the way, France has authorized the entry of parcels for American soldiers free of duty. Don't worry over the customs charges when you wish to send something to your favorite soldier.



THROWING HAND GRENADES

The schools for instruction are copied from the Allies schools. Hardly a week passes in which some new feature is not added. Recently courses in methods in fighting from shell holes or "pill boxes," and counter attacks

were installed. A large contingent of American artillery has joined the forces in France and is well along in its intensive training under French instructors. The artillerymen are using French 75's and 6-inch howitzers.

INST AMERIC

Sammy is from his Br brothers. for the instr in aviation, fantry tacti work and trench fight opened. O French an have been in

LIFE WITH OUR BOYS IN FRANCE

Exclusive photographs for LESLIE'S, French Officials from Pictorial Press.



THE FAMOUS POTATO GAME

Getting the "spuds" ready for mess is a time-honored custom which all soldiers and sailors profess to hate but which nevertheless invariably becomes the occasion for the expression of a

wide range of wit and humor. One of the saving phases of the more unpleasant work in army life is the goodfellowship which turns drudgery into sport.



INSTRUCTING AMERICAN PUPILS

Sammy is learning war from his British and French brothers. Recently schools for the instruction of officers in aviation, artillery and infantry tactics, machine gun work and all methods of trench fighting have been opened. Officers from the French and British front have been detailed as instructors.



TALKING IT OVER

American and French soldiers are exceedingly chummy. On September 6th President Poincaré, General Pétain and other high officers visited the American camp and reviewed the troops. The occasion was one of great rejoicing

and held a sentimental interest, being the double anniversary of Lafayette's birthday and the battle of the Marne. The men seen above are receiving field instructions from French officers standing in the foreground.

has joined the
under French in-
inch howitzers.

Groups That Do Things



THE SIOUX TAKE THE WAR PATH

These Indians form Company F, of the Sixth Nebraska Infantry, and are mostly from the Winnebago, Omaha, Santee Sioux and Yankton Sioux reservations. Among the Indians are sons and grandsons of the warriors who annihilated Custer's command at the Little Big Horn. They are drilling with descendants of the scouts who guided the United States cavalry against the Sioux in the long wars of the Northwest. Though organized only a few weeks ago these men carried off high honors at the Walthill, Nebraska, military tournament held in August.



"KRAUT WEEK" OF NEW HANOVER COUNTY, NORTH CAROLINA

When the vegetable crop came ripe the food conservation workers of New Hanover County visited every home in the county. Thousands of pounds of perishable vegetables were conserved through canning, drying and picking. The photograph taken "Kraut Week," shows the county commission actively engaged in saving the surplus cabbages.



AN ARMY CIRCUS

"The Allentown idea" as instituted by Colonel Persons in command of the ambulance service camp at the fairgrounds, Allentown, Pennsylvania, had its culmination in "Persons day" when men under Col. Persons expressed their appreciation of the colonel's work in making life as pleasant as possible for them. Colonel Persons carried the "Big Brother" movement into the army and brought the men in close contact with the best of the city people, so the soldiers reciprocated by giving a circus.



IOWA PRIZE WINNERS

These Iowa boys and girls are helping to put the skids under the Kaiser. They aim to reduce the high cost of living. They represent the prize winning Canning Clubs, baby beef clubs, pig raisers, gardeners, and all around agriculturalists of the 50 counties of the state, and are learning scientific farming through the extension courses of the Iowa State College. Most of them can give pointers to their parents on food conservation.



THE HAWAIIAN NAVAL MILITIA

Forty young men from the land of the ukulele form part of the Hawaiian Naval Militia now in training at the Charlestown Navy Yard, Massachusetts. The militia

mobilized at Honolulu and these sailors were sent to Boston to train under Captain W. R. Rush, the commandant, who was at one time stationed at Honolulu.

The Franklin Car

Three Times As Many People Are Now Buying Franklin Cars

"AMERICANS," said a foreign critic, "know the price of everything and the value of nothing."

That was before our entry into the War. Today it is a different story.

The past few months have developed a remarkable understanding of the National duty to curb needless waste and extravagance.

A typical illustration is the change in standards of judging and buying a motor car.

Only a short time back a car had to be everything but practical to attract the average motorist.

He wasn't interested in upkeep because his eye was on ponderous mechanism.

Gasoline didn't worry him because he was comparing wheel-bases.

Tire economy was not in his mind because he was judging freezing-mixtures for an unnecessary water-cooling system.

And getting rid of his old car at a fire-sale price for a new model of another make he figured was part of the game.

Today economy—both in gasoline and tires—is being forced on the attention of the motorist. By rising costs, by Government officials, by newspapers and magazines, the problem is before the motorist daily.

What is he to do?

He is looking for a way out—some way to cut his cost in half and maintain his mileage.

He must get down to fact and figures. Know what the car he intends buying will actually do on a gallon of gasoline and a set of tires. Take into consideration the depreciation each year. And turn his back on pleasing phrases and tempting "claims."

There's less mystery than one thinks about this economy problem. A car has thrift or it hasn't. Something "in between" is like the proverbial "something just as good."

An unfailing gauge of the worth of any fine car today is the way it is selling today.

Now what are the sales facts about the Franklin?

The present and next building schedule of Franklin Cars will not catch up with orders on hand. Franklin Cars are being built at a rate of *three times as many as a year ago* and the public demand still continues to exceed production.

The Franklin Car was bound to become more popular each year, even in normal times. The War, forcing utility and economy before everything else, quickened this movement.

Today, as for fifteen years, the Franklin Car stands as *the most practical, efficient and economical fine car in America.*

Just consider the significance of the National Efficiency Test of 179 Franklin Cars on July 13th, 1917. Over all sorts of roads, in weather partly fair and partly rainy, these cars recorded at 179 different points in the United States the remarkable average of 40.3 miles to the single gallon of gasoline.

This record shows what the Franklin does under standard efficiency test rules. The practical motorist might ask himself what any other make of car can do along the same lines. Such a comparative test offers a standard which owner operation can modify in the same respect against one car and another.

High gasoline mileage means economy all along the line. It takes no expert to know that if a car is overburdened with heavy weight and undergoing constant wear and tear, the gasoline tank will tell it by low mileage.

Take tires. For five years Franklin owners have been reporting their individual tire mileage. The average for this five year period is 10,203 miles.

Now compare the annual depreciation of the average fine car with the Franklin. Look over the daily used-car advertisements and visit the places selling used-cars. It's a rare case when you find the Franklin. If you do—why is it quoted so high?

There is something here for every motorist to think about—and these are days when a motorist has to think if he wants to ride.

| | | | | | | | | |
|-------------|-----------|-----------|-----------|-----------|-----------|------------------------------|-----------|-----------|
| Touring Car | 2280 lbs. | \$2050.00 | Runabout | 2160 lbs. | \$2000.00 | Four-pass. Roadster | 2280 lbs. | \$2050.00 |
| Cabriolet | 2485 lbs. | 2850.00 | Sedan | 2610 lbs. | 2950.00 | Brougham | 2575 lbs. | 2900.00 |
| Town Car | 2610 lbs. | 3200.00 | Limousine | 2620 lbs. | 3200.00 | All Prices F. O. B. Syracuse | | |

FRANKLIN AUTOMOBILE COMPANY

SYRACUSE, N. Y., U. S. A.



In 1866 "The Boy Who Pegged Shoes" decides to go West



Frontier town of Black Hawk, Colo., where W. L. Douglas located and continued his chosen vocation of shoe-making.

CAUTION—Be sure the price stamped on the bottom has not been erased or raised

W. L. DOUGLAS

"THE SHOE THAT HOLDS ITS SHAPE"

\$3 \$3.50 \$4 \$4.50 \$5 \$6 \$7 & \$8

You can Save Money by Wearing W. L. Douglas Shoes. The Best Known Shoes in the World.

W. L. Douglas name and the retail price is stamped on the bottom of every pair of shoes at the factory. The value is guaranteed and the wearer protected against high prices for inferior shoes. The retail prices are the same everywhere. They cost no more in San Francisco than they do in New York. They are always worth the price paid for them.

The quality of W. L. Douglas products is guaranteed by more than 40 years experience in making fine shoes.

The smart styles are the leaders in the fashion centres of America. They are made in a well-equipped factory at Brockton, Mass., by the highest paid, skilled shoemakers, under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

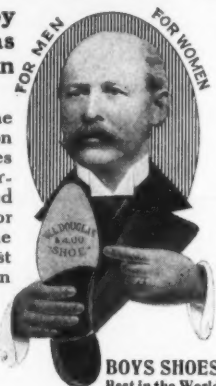
BEWARE OF FRAUD. None genuine unless W. L. Douglas name and the retail price is stamped on the bottom. **TAKE NO SUBSTITUTE.**

For sale by over 9000 shoe dealers and 105 W. L. Douglas stores in the large cities. If not convenient to call at W. L. Douglas store, ask your local dealer for W. L. Douglas shoes. If he cannot supply you, take no other make.

Write for booklet showing how to order shoes by mail, postage free.

W. L. Douglas

President W. L. DOUGLAS SHOE CO. 151 Spark St., Brockton, Mass.



Men Who Are Making America

(Continued from page 431)

Most of them took the shares—very wisely as it turned out. In some cases where the sellers were not very well up in business matters we persuaded them that it would be better for them to take at least part of their payment in shares because we ourselves felt very strongly that this would be more profitable for them in the end."

"What did you do when cash was demanded instead of stock—you were always short of capital?" I asked.

"We managed to scramble through somehow. By this time we had learned fairly well how to get banks to lend us money," was Mr. Rockefeller's reply.

"To what do you attribute the phenomenal success of the Standard Oil Company?" I next asked.

"To others," was Mr. Rockefeller's lightning rejoinder.

I begged to question the accuracy of this explanation. We were walking from a teeing ground after two good drives. Mr. Rockefeller stopped, leaned his head toward me and said in a sort of confidential tone:

"I will tell you something. People persist in thinking that I was a tremendous worker, always at it early and late, summer and winter. The real truth is that I was what would now be called a 'slacker' after I reached my middle thirties. I used to take long vacations at my Cleveland home every summer and spent my time planting and transplanting trees, building roads, doing landscape gardening, driving horses and enjoying myself with my family, keeping in touch with business by private telegraph wire. I never, from the time I first entered an office, let business engross all my time and attention; I always took an active interest in Sunday school and church work, in children and, if I might say so, in doing little things for friendless and lonely and poor people. I feel sincerely sorry for some of the business men who occasionally come to see me; they have allowed their business affairs to take such complete possession of them that they have no thought for anything else and have no time to really live as rational human beings.

"Our success was largely due to our having been able to gather together a group of the brainiest men in the business, men of great business aptitude, earnest and hardworking, forceful and honest men who, although possessing strong individualities, yet worked together for the one common aim, the building up of a sound, successful business. Sometimes there were differences in views, but our policy was all hands above the table, and we would sit two whole days, if necessary, fighting a proposition until an agreement was reached. We never could get too many men of great brains to join us; there were no fears, no jealousies on this score."

As an afterthought, Mr. Rockefeller added: "When you think of the calibre and the character of the men who worked together for so many years isn't it ridiculous to think that they could have done so were they engaged in anything dishonest or doing anything which must be kept secret? Had these men not been engaged in honorable work how could they have stayed together and pulled together without a rupture so many years?"

No American business man has ever been the target of more vituperation than John D. Rockefeller. When I ventured to mention this matter I expected Mr. Rockefeller to drop his mild, kindly tone and the note of charitableness which had run through all his conversation. Instead, my remark served but as an occasion for the revealing of another phase of Mr. Rockefeller's bigness, broadness, tolerance and charitableness.

"Yes, we have been misrepresented a great deal and accused of many things we never did and would not dream of doing," he replied in even voice. "But while I won't deny that some of the things written and said hurt very keenly and deeply indeed, I never allowed myself to harbor resentment or bitterness, for I did not forget that it was natural that some who had not succeeded in the measure we had should feel disappointed and aggrieved. That was what we had to expect and be prepared to bear. I never for a moment doubted that when the people understood things as they really were they would be fair in their judgment. The whole record may not be made plain for years, but I am satisfied that twenty-five years from now the people will understand and will judge us according to the truth and not by the misrepresentations. I have no doubt as to the justice of the verdict."

When I turned the conversation one day to the subject of giving, Mr. Rockefeller manifested keen interest. I mentioned to him that in course of my association with the most notable financial and business leaders in the country they had emphasized even more than his business achievements the efficacy of his philanthropies—instead of trying to mitigate evils, he had gone to the very roots of the causes of human ills and evils and had striven to effect fundamental remedies for their eradication.

"Giving is not a thing of to-day or yesterday with me, as some people seem to think," Mr. Rockefeller replied with unusual earnestness. "I began to give away part of my income regularly from the time I earned \$25 a month and I never ceased that practice. My mother taught me to help others, and I was extremely fortunate in having the heartiest cooperation of my wife and, later, my children, particularly my son, in this work. Without the sympathetic encouragement and assistance of the whole family we might not have been able to do what little we have done. We all felt that the giving of money demanded just as careful study and as painstaking attention as the making of money."

"Just as when I entered business I reasoned that the best and biggest field to get into was one which would supply something useful having the whole world as a potential market, so we reasoned that in our giving we should also aim at doing something which might benefit the world in general—the people as a whole. This has been our guiding principle, to benefit as many people as possible. Instead of giving alms to beggars, if anything can be done to remove the causes which lead to the existence of beggars then something deeper and broader and more worthwhile will have been accomplished. In the same way, if the best doctors in the world can be given facilities to conduct experiments and researches year after year, going to any part of the world and spending whatever sums are necessary in their work, if by means of such scientific efforts new knowledge is acquired and new cures are devised for the elimination of diseases, then the benefits of this work become valuable for the whole human race."

Education Mr. Rockefeller regards as a panacea for many of the world's troubles. Since ignorance is responsible for most of the world's misery, therefore, by doing away with ignorance and substituting knowledge therefor, a long step is taken toward the abolition of misery. Hence Mr. Rockefeller's colossal donations for the furtherance of education.

I touched upon the furore which has been created by the experiment in eliminating Greek and Latin from the college

(Continued on page 448)

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Close to theatres and shops.
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Afternoon tea - Orchestra Dancing

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You don't have to remove case from pocket to take glasses out or put them in. One motion does it all—one hand where two were needed before. A real saving in time and effort—a genuine necessity.
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JUDGE ART PRINT DEPARTMENT
225 FIFTH AVENUE NEW YORK CITY

China a Promising Market

By W. E. AUGHINBAUGH



A CHINESE RAILWAY STATION

The transportation field in China offers a big market for American-made goods. China has less mileage, in proportion to the size of the country, than any other land. When the railways increase, markets for many other products will be opened in the interior, where now China's commercial centers are wholly on the seacoast.

CHINA, speaking from a geographical viewpoint, in many ways resembles the United States. It has vast deserts and great plains, with mountain ranges located much the same, while its arable lands lie in its central portion and extend far into its southern territory. Some of the largest rivers in the world are comprised in its aqueous system, dividing the country into many natural drainage zones. The climate is very much the same as in America, while its natural resources and its productive power are far greater.

Its population of nearly 450,000,000 has not yet raised its standards of living to those of modern days, but when it does China will become the best market the world knows. Its potential purchasing power at present is great, but when the change takes place, China—the Land of Bitter Strength, as some one has called it—will be the equivalent of six Americas from a commercial standpoint. The Chinese are slow and deliberate and one need not expect to see there the rapid advancement that has taken place in Japan.

The real opportunities which exist in China are the financing of the national and municipal governments and the developing of natural resources. China has less railway per capita than any other country in the world and without modern transportation facilities no nation can progress.

It can be safely asserted that every large city of China needs sewers, water works, paving, electric lighting, and street railways. There exist many opportunities to establish manufacturing plants throughout the land, taking advantage of the prolific mines and agricultural possibilities which abound in most provinces. Banks should be opened in available centers with branches throughout the country, and several lines of steamships should be operated between our Pacific Coast and the Far East.

When these conditions come to pass, the renaissance of China will begin. Modern schools will be opened, industrial opportunities exploited, and the masses become receptive to up-to-date methods.

Up to the present time the United States has not taken advantage of the opportunities already existing. As a consequence British, Japanese, Russian, Belgian, German and French companies have had the field practically to themselves. Today for obvious reasons most of these nations are not in a position to increase their holdings, which gives the

United States a chance to enter this territory under the most auspicious circumstances.

China has suffered more as a direct result of the European conflict than any other nation not directly engaged in hostilities. The financial support formerly given her through Old World sources has been withdrawn. It has been impossible to get her products to markets owing to a scarcity of shipping and advanced freight rates, which, due to her great distance from selling centers, have been practically prohibitive. War prices have limited her purchasing power, for it is a well known fact that the masses of China are but small wage earners and their demands are for only the cheapest necessities. And to add to all these unfavorable circumstances she has experienced a period of political unrest that has entirely disarranged economic conditions and temporarily upset whatever plans of assistance capitalists might have for the amelioration of her plight.

Now is the time for American exporters to get into this market, and to establish their trademarks, for it is by trademarks that the Chinaman recognizes goods. Once he has accustomed himself to a brand he is loth to change. Old and favorably-known brands or "chops" are disappearing, because the source of supply has been cut off. This has had a tendency to force Chinese merchants to look toward the United States for supplies, and if American articles become well and favorably known it will be extremely difficult for the former European competitors to regain control of the market. A great factor in capturing this trade will be the willingness and ability of the American manufacturer to satisfy local requirements as to terms and quality.

China today needs cotton goods, woolen goods, drills, shirting, toweling, shoes, umbrellas, hardware, bicycles, watches, clocks, canned goods, condensed milk, packing house products, machinery of all kinds, hats, hosiery, ready-made clothing, enameled ware, ironware, graphophones, photographic materials, medicines, chemicals, furniture. Japan has been attempting to supply these necessities but obviously can not do so and the American salesman will be welcomed by merchants able to meet their obligations despite the unfavorable situation above enumerated, for the Chinese business man is honorable in his dealings and will only order goods when he sees his way clear to liquidate indebtedness.

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Mr. Slauson is an automobile expert who is in an unusual position to help settle motor questions.

For years he has been studying the problems of thousands of motorists and his own experience and his complete records of other motorists enable him to advise you promptly and accurately on any matter relating to automobiles, motorcycles, motor boats, motor trucks.

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225 Fifth Avenue, New York City

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Motorcycle.....

Please help me in its selection and give me, free of charge, this special information:

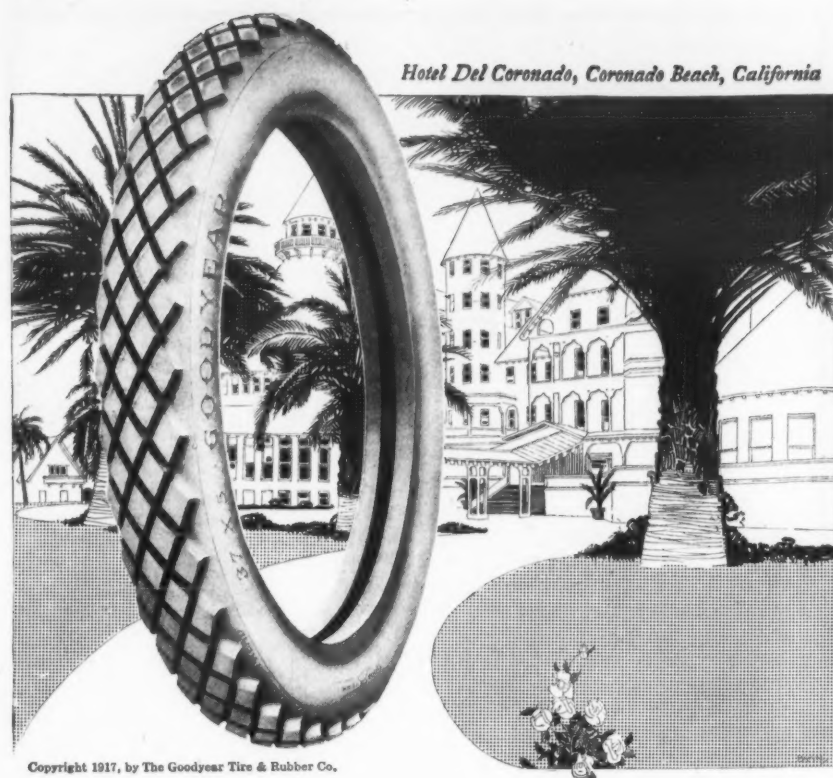
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Their Extra Service Means Low Cost

To the majority of Goodyear users there is no such thing as "the tire question."

That has been settled once for all by their experience with Goodyear Tires.

They have found it to be true that in Goodyear Tires they enjoy the maximum of mileage, comfort and satisfaction.

They know that every penny they pay for Goodyears is returned to them in true tire value.

More Goodyear Tires are now sold in the United States than any other brand.

Only a tire unmatched in quality and usefulness could have won this national preference.

By such virtues Goodyears did win it, and having won it, are holding it.

The margin of Goodyear leadership is widening every day.

Goodyear Tires, Heavy Tourist Tubes and "Tire Saver" Accessories are easy to get from Goodyear Service Station Dealers everywhere.

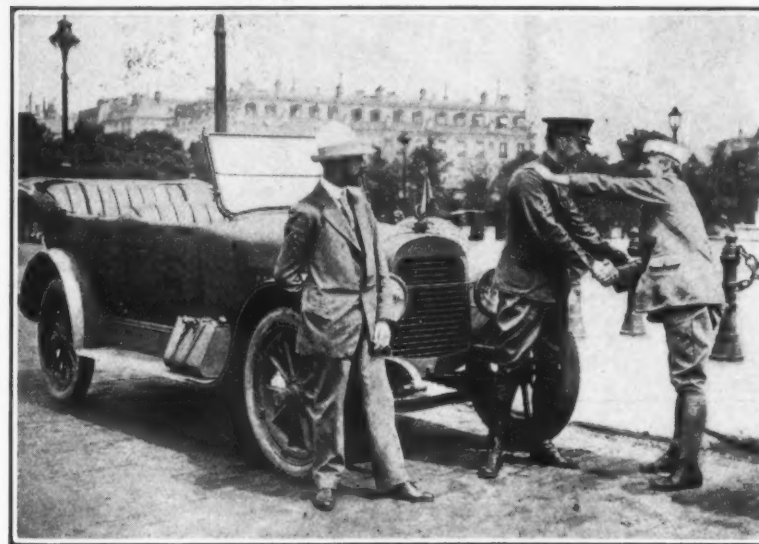
The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
AKRON

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



RACE DRIVERS TO THE FRONT

Eddie Rickenbacher, winner of many a speedway and road contest, is now a sergeant in the regular army driving General Pershing's car. He is here shown meeting for the first time on foreign soil two of his old rivals of French racing fame.

The "How" and the "Why" of the Transmission

ASK any engineer what is the weakest part of the present-day automobile, and he will say that it is the transmission system. He will say it is a makeshift and that it never can be mechanically correct as long as the gasoline engine is a power plant which develops its best efforts only between very limited speed ranges. In other words, the gasoline engine is a constant speed machine and the transmission is a makeshift designed to overcome the restrictions attendant upon the engine's use as an automobile power plant.

Every one who has ridden a bicycle knows the difference between a high and a low gear. The high-gear wheel was well adapted to speed on the level, for once the machine was in motion but a comparatively slow movement of the pedals was required to cause the rear wheel to turn fast. As soon as a hill was reached, however, the rider of the high-gear wheel was soon forced to dismount, for his bicycle was geared for speed and not for dogged, persistent power.

The low-gear bicycle, on the other hand, was an excellent hill climber, but was not adapted to high speed use on smooth, level roads because of the rapid revolutions of the pedals required to turn the rear wheel fast enough.

This indicates that we cannot have both speed and power from the same source of energy. We must take our choice. If we want hill-climbing ability and pulling power, that must be obtained at the sacrifice of speed. The faster we made the pedals go for the same number of revolutions of the rear wheel the steeper were the hills that we could climb, but the slower was our speed on the level. If we substitute the gasoline engine in a motor car for our feet and the pedals, we can understand the necessity for some method of giving us different gear ratios to meet the various driving conditions produced by smooth roads, deep sand, steep hills and congested traffic.

Suppose we assume that when the engine in the average car is connected directly with the rear axle gears (or is in "high") we find four revolutions of the engine required to make one complete turn of the rear wheels. This would give us a rear axle gear of 4 to 1. Now, sup-

posing we come to a steep hill up which the engine cannot pull the car and its load with this rear axle reduction. We must interpose some method of enabling the engine to increase its speed without increasing the number of revolutions of the rear wheel. In other words, if we can employ a mechanism by means of which the engine can revolve eight times for each turn of the rear wheel, we will have double the pulling power of those rear wheels at the point at which they grip the road. Our gear ratio between engine and wheels will then be 8 to 1.

Such a gear reduction may be sufficient for ordinary road conditions, but when we encounter unusually deep sand or mud, or find it necessary to approach a steep hill at slow speed, a further reduction is necessary which may allow the engine to turn twelve or fourteen revolutions for each revolution of the rear wheel. In addition, inasmuch as the four cycle gasoline engine as used on all our automobiles can be operated in but one direction, it is necessary to introduce an additional gear which will reverse the direction of the driving shaft and rear wheels in order to give every car the ability of "back up."

The mechanism which provides for these two, three or four different forward gear ratios, as the case may be, and for the one reverse "speed," as it is often popularly termed, is known as the transmission system. Literally, however, the transmission system of the car should really comprise all those gears and shafts used for carrying the power from the engine to each rear wheel.

As was intimated in a preceding paragraph, the high or direct gear transmits the power directly to the rear axle without the interposition of any other gears, except such as may be carrying no load. When it is desired to increase the gear ratio for starting, quick pick-up, or hill climbing, the direct driving shaft is disconnected and a gear in the transmission system is slid into mesh with another one revolving at a different speed. This gives a slower speed of rotation to the driving shaft and increases the power applied to the rear wheels in about the same proportion that this speed ratio is

(Continued on page 446)

A Mother's View of Camp Life

(Continued from page 435)

In barracks, wardrobes are provided, and in cantonments and tents, foot lockers, which are small wooden trunks. Mess room, where the cooking is done, and bath tents, where showers are provided, are separate from the sleeping rooms. Every well-organized camp will have recreation headquarters, as well as Y. M. C. A. buildings.

The matter of association is one of the things which looms large in the eyes of every mother. One of the fancied disadvantages of conscription has been the necessary commingling of men of all classes and all grades of morals, and many of the boys who volunteered have frankly declared that it was in order to be with the boys they knew. Of course it is pleasant for fraternity brothers, lodge members, or boyhood chums to be together; but as a matter of fact, this is not so essential as it might at first seem. Like finds like, in the army as well as elsewhere, and the men who are congenial will naturally be drawn together. Under the strict military discipline there is no great danger of the man of questionable character demoralizing the others, but there is every probability that such men will develop unlooked-for traits of integrity and efficiency—traits which will render them companionable to the very men they would never be associated with at home. The true principles of democracy are splendidly exemplified among the men in training in all branches of the military organization; fraternity pins and lodge buttons are worn under the lapel of the shirt pocket, and all attempts at classes or cliques are frowned upon.

One of the comforting thoughts to the friends at home is the fact that Uncle Sam is bound to maintain good health among his soldiers. Even if there were no humane considerations, this would be necessary from a purely economic standpoint. Sick soldiers are a menace, and a regiment not up to par in the matter of health is an awful handicap. All men are vaccinated for smallpox, and inoculated against typhoid as soon as they enter service. Minor disorders, such as blisters, bowel trouble, or sore throat are carefully watched by the officers in charge, and there is a hospital with trained nurses in every camp. No faking can pass. The officers have sharp eyes to discriminate between real and simulated illness. As the boys say, "There are only two times a day when a fellow can get sick"—at sick call, which occurs at 7 A. M. and again at 5:30 P. M. Between times "he just has to stand it." One of the things about which parents have felt grave concern is the possible spread of venereal diseases from the close association together of so many men, with limited sanitary accommodations. The physical entrance examinations, however, bar men who have any communicable disease. Frequent examinations are made and every possible precaution taken. Doubtless some cases will slip in, but individual towels and private drinking cups should render this danger no greater than in civilian life. Regular habits, outdoor life, plain food, and strenuous military drill are in themselves strong factors toward good health, and many a man who enters the service a comparative weakling will come out fine of physique.

Recreation and change from the monotony of the daily routine are necessary to the morale of any large body of men. All sort of sport is provided—baseball, pushball, boxing, movies, impromptu concerts, with lectures and amateur theatricals often furnished by towns and cities adjacent to the camp. All these things are of decided advantage in keeping up the spirits of the men, and outside help is appreciated keenly. In camps where the men are allowed over-Sunday

leave of absence, the townspeople do a great deal of entertaining for them, in the way of dinners and parties. The idea is, of course, to keep the men out of bad company while off duty; and the thought, in its inception, is commendable, but in many communities the matter of entertainment is overdone. The custom is deplored by commanding officers where severe, intensive training is required, because it weakens the discipline, and breaks into the needed rest of the men.

The comfort and health of her boy comes close to a mother's heart; but it is his moral welfare of which she thinks with bated breath, and it is the horrible fear of things worse than death which makes her heart almost stop beating. A part of this dread comes from the old conception of army life, when the men stationed at regular army posts had long periods with no active service, and when the moral standards were somewhat lax. Now, everything is changed. Men are under intensive training for active duty. They realize that danger, hardship, and perhaps death awaits them, and they are thinking of the serious things of life, and preparing to meet them with a manful spirit. The finest thing to be seen in all our camps is the lack of braggadocio, the absence of the spirit of excitement and adventure, and in its place a quiet, strong undercurrent of manly devotion. Ask almost any group of recruits if they are anxious to fight and they will answer, "Not particularly. We don't care much about war; but if it has to be done, we're going to do it, and do it right."

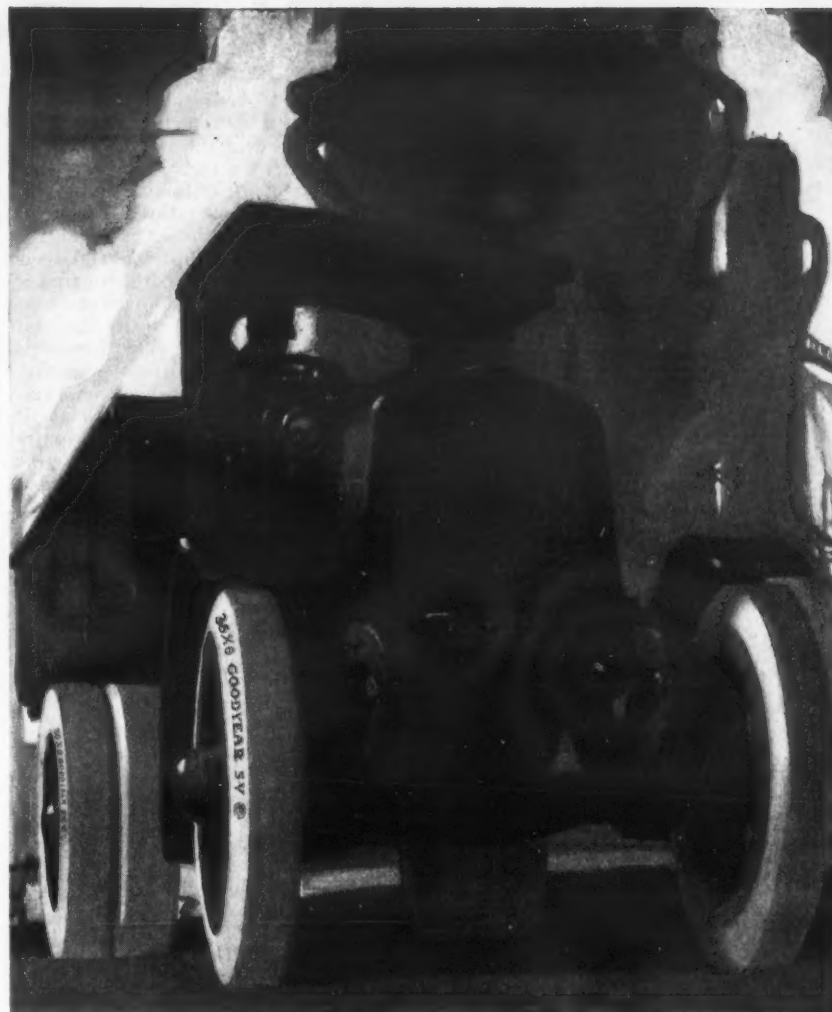
A fellow with this spirit isn't going to be demoralized just because the man next him in drill used to swear, or his bunkmate was formerly a moderate drinker. He is only meeting the sort of things he would be thrown against in the world at large, and he is being offered every incentive to make good. The man in military service soon learns that the desirable places are toward the top, and he also learns that good physique, courtesy, and strict morals are the materials of which officers are made. Vulgar talk and swearing is discountenanced, and gambling is strictly prohibited.

Yes, the boys smoke; mostly cigarettes—and when that is said, the worst is told. But I did not see a single case where the habit seemed to be inveterate. In fact the reason cigarettes are used is because the hours of duty are so constant, there is only opportunity for a few whiffs, then the cigarette may be thrown aside without appreciable loss. In some of the officers' reserve camps there has been a popular movement to "cut out" smoking altogether—but this is purely voluntary, the boys reasoning that their chances of making good may be better if they are non-smokers.

As for drinking, it "isn't done!" Saloons and even soft drink establishments are not allowed to sell anything to a soldier in uniform, and many young men who have heretofore been occasional drinkers now proudly proclaim themselves teetotalers. A recent act of Congress has decreed a "dry" zone and a "pure" zone for an area of five miles on each side of all camps, unless there is a city or town within that limit. In that case the dry zone is to be limited to one-half mile in that direction but the five-mile limit still holds good in regard to immoral houses.

The Y. M. C. A. is a great help in keeping up both the morale and the morals of the men. Their buildings, equipped with magazines and late newspapers, with writing material and tables for games, are the after-supper rendezvous for all the men who crave companionship; and there are few indeed who do not long for some social intercourse. On Sundays at least

(Continued on page 446)



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Motor Department

(Continued from page 444)

decreased. These results are obtained by means of a shifting lever which is so often the dread of the novice when first learning to drive a car.

This system for obtaining the various gear ratios or various ratios of application of power between the engine and rear wheels is the one in most common use on the cars of today, although there are several variations which aim to overcome some of the disadvantages which any makeshift as such a mechanism is bound to possess. One of these which is generally objectionable because it furnishes but two forward speeds, or gear ratios, is known as the planetary system, and consists of a central gear with a collection of outer gears revolving within a circular compartment. Through the use of constricting bands, the portions of this compartment are forced to revolve either as a unit or separately, with the result that a direct drive or a reduction of speed is imparted to the rear shaft. Another system eliminates gears entirely and employs two friction discs, one driven by the engine and the other at right angles to it connected with the rear wheels. Inasmuch as a point near the edge of a wheel is always known to move faster (because of the greater distance that it must travel) than any point on the same wheel close to the center, it will be seen that by sliding the disc connected with the rear wheels toward or away from the center of the disc driven by the engine, the power communicated to the edge of the former wheel will depend upon the point at which contact is made. This is known as the friction transmission and has been used with more or less success in some of the lighter cars.

A most interesting development of the desire to eliminate gears in the transmission system of an automobile is founded upon the rotary force existing when a powerful magnet is revolved in proximity to a metallic disc or ring. This is the principle employed in all electric motors and in the generation of electric current. If we consider the portion of the clutch, connected with the engine, to be the magnetic portion of a motor or dynamo, and the part connected with the driving shaft to be the "fields" of this motor or dynamo, we will have a magnetic pull existing between the two parts, provided they are properly wired, whenever the engine is operating. This magnetic pull is used to give a soft, velvety control of the application of the engine's power to the rear wheels in the magnetic transmission, and through a series of windings and switches—the latter operated by the driver—a number of varying speed ratios and power-

increasing possibilities may be obtained without the use of gears or mechanical connections of any kind.

This so-called magnetic transmission should not be confused with the system of electric gear shifting used on certain cars. This latter system employs the generally-accepted type of gear box or transmission case, and merely depends for the control of these gears upon the magnetic action developed from the storage battery of the car and controlled by a series of buttons operated by the driver. These buttons replace the gear-shifting lever, and as they are mounted on the steering column under the steering wheel, they may be operated by the fingers of the driver without the necessity of removing the hands from the wheel.

Inasmuch as the gears of the generally accepted type of transmission system serve to increase the speed or the power applied to the rear wheels for the same constant speed of the engine, it is evident that the entire power developed by the engine must be transmitted through them. This means that such gears are subject to tremendous strains, and that they must, therefore, be made, not only with the greatest accuracy, but of the best materials. Worn or broken gears are difficult and expensive to replace and no matter how strongly they may be constructed, they must be properly handled and cared for by the driver in order that they may give the service for which they were intended. The proper consistency and quality of lubricant is necessary and this must be carried at the correct level in the gear case to insure the proper oiling of all surfaces. This oil or grease should be cleaned out and replaced with fresh lubricant every three to five thousand miles.

It is upon driving, however, and upon the proper handling of the clutch and accelerator pedals and the gear-shifting lever that the long life of the transmission system depends. These gears are toothed wheels which must be slid into mesh with each other as the various ratios are obtained. To slide the teeth of a gear revolving at one speed into mesh with another driven at a totally different speed entails a punishment to the teeth to which they are not entitled. It should be the aim of every driver to make so smooth a shift through the complete release of his clutch and the proper increase or decrease in the speed of his engine (depending upon whether a shift down or up is to be made) that the gears will slide into mesh as silently as though the car were steam- or electrically-driven and used no such makeshift as a transmission system in its construction.

A Mother's View of Camp Life

(Continued from page 445)

two religious services are held, with possibly a song service at sunset. It is the rule that drill and work be suspended in training camps on the Sabbath, but this rule is not always observed.

It is at the sunset hour, however, when the men in training seem the most like boys. Then it is that they crowd the writing tables and the outdoor benches writing to Mother, or reading the newspapers, or exchanging with some neighbor a bit of the home gossip. Then is when every man of them covertly draws from his pocket the picture of his girl and gazes at it lingeringly. That best girl! Talk about good influences, bless her! she is one of the best of all. The man who goes to war without some woman to write to is sincerely to be pitied.

This is camp life as I have seen it. Our boys are growing up, some of them, maturing almost overnight. Forces and

emotions of half an ordinary lifetime are being crowded into a week—a day. Yes, Mothers! our baby boys, our rosy-cheeked, stub-toed little fellows, our rollicking high school lads, or college football champions, are growing up. They are becoming men, sometimes between the rising and the setting of the sun! And we must suffer again the travail of their rebirth. We must go down into the shadows with them, even as we did a score and more of years ago; and even as then, for their sakes, and for others whom we love, we must come up victorious! This is a great era of the world in which to be reborn—a great era in which to die, if need be. And we will be brave, and proud—proud that to our lot has fallen the privilege of sharing the most precious things we have with wounded, bleeding humanity, in this hour of superlative need.

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Russia Needs an "Organizer of Victory"

(Continued from page 430)

A REMARKABLE statement, purporting to be an outline of Germany's peace terms, has been circulating among Washington diplomats. Its important features are the restoration of Belgium and Northern France to be paid for out of the sale of Germany's colonies to Great Britain, Alsace and Lorraine to be made independent States, Trieste to be a "free port," and Serbia and Rumania to be restored. Germany has been the inspiration of many peace movements but has never made specific proposals, and it is not clear that she is ready to do so now. "It cannot be longer endured," says the *Frankfurter Zeitung*, "that doubt should exist on this matter." So strong has the desire for peace become in Germany that a new "patriotic party" has been formed to work against "any peace dictated by weak nerves."

Three main motives are ascribed to the Pope in his peace plea by a diplomat at Rome. First, a desire to obtain a seat at the peace Congress, at which the question of the temporal power may be reconsidered by the principal world powers. Second, fear of offending powerful German Catholics, thereby incidentally giving an impetus to the German modernist school at Munich, which, before the war, had become restive and undisciplined. Third, fear lest the Austrian Empire, the greatest of Catholic powers, should suffer shipwreck. A recent indication of this is a long personal memorandum, sent by the Austrian Empress to the German Emperor, said to deal with the coming fourth winter of war which Austria so greatly dreads.

Watching the Nation's Business

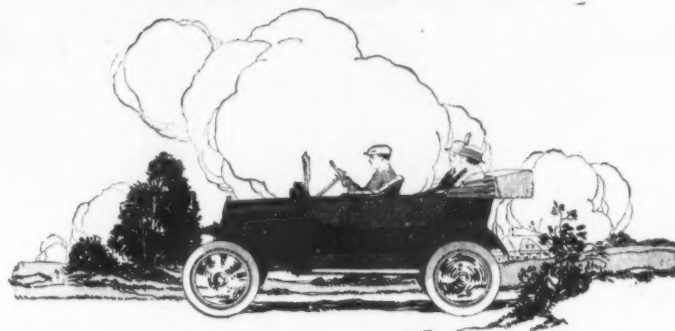
(Continued from page 430)

will be increased. Congress has argued for nearly two months over taxation rates, and with the finish there will be no clear knowledge of the actual effects to follow. Only the estimates of the Treasury are carefully gone over in advance, with a clear exposition of the use to be made of every dollar recommended appropriated. But by the time these estimates get through Congress they are so shifted and altered that the original relationship is entirely lost. A war budget would be the first step toward efficiency.

JUST what a \$2.20 flat government rate for wheat will accomplish, depends upon what is done with the wheat later. Mr. Hoover is working on the bakers. He has indicated that he will not attempt to force them to terms, but rather will expect that they work out their own salvation by adopting more economical methods of production and distribution. He expects, however, either a larger loaf or a smaller price for the loaf now made. It seems to be different with meat. Here the Food Administration has run against a snag. Efficiency methods in the packing industry have "beat him to it."

It is the common knowledge that the price of cattle on the hoof has soared steadily. It is not so well-known that the packers have been content with the small profit of half a cent a pound on all the meat handled by them. No small plant could convert the live animal into pork or beef except at greater cost than is done by the big packers, which means that an added cost would be passed on to the consumer.

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(2) **Piston Clearance.** The Ford pistons are closely fitted. Each piston has two upper rings and one lower ring and an oil groove. The lower ring tends to prevent a surplus of oil working into the combustion chamber, while the oil groove insures proper lubrication of the piston pin. Engineering tests show that the body of Gargyle Mobiloil "E" forms the correct film to seal the Ford piston rings.

(3) **Lubricating System.** The oil is supplied to the forward end of the crank case and flows back to the fly-wheel compartment which acts as an oil reservoir, the lower portion of the fly-wheel being submerged below the oil level.

The fly-wheel in revolving, picks up the oil which is thrown by the centrifugal force of the revolving fly-wheel into the catch-basin, from where it is led by 1/4" copper piping to the timing gears and then to the oil splash trough under the front cylinder.

From the front splash trough the oil overflows into the second splash trough; from the second splash trough into the third splash trough; from the third splash trough the oil returns to the oil reservoir in the fly-wheel compartment, whence it is again circulated.

By this method the level is maintained in each splash trough into which the connecting rods dip.

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(4) **Cooling.** The Ford engine is water-cooled by the thermo-siphon system, and is equipped with two forward speeds. The con-

tinued use of low gear often causes over-heating. For full protection, oil should be used which distributes freely to the heated frictional surfaces, as Gargyle Mobiloil "E" does.

(5) **Ignition.** The Ford system of ignition is by low-tension magneto, located in the fly-wheel, employing a four-unit coil of the vibrator type. Gargyle Mobiloil "E" will burn cleanly from ignition points—a most important consideration.

(6) **Bearings.** The Ford bearings are of babbitt of the two-bolt type. The correct body of Gargyle Mobiloil "E" enables it to properly reach all parts of the bearings.

(7) **Carbon Deposit.** To insure the least carbon under all conditions, an oil should be used whose only deposit will be of a dry, non-adhesive character—easily and naturally expelled through the exhaust. Gargyle Mobiloil "E," if the proper level is maintained, will deposit little, if any, carbon in a Ford engine.

(8) **Extreme Weather Conditions.** On hot Summer days you will sometimes see Fords running under over-heated conditions, often due to faulty lubrication. Ford owners, who use Gargyle Mobiloil "E" are free from this trouble, owing to the ability of the oil to absorb and radiate heat. On cold Winter days oil is required of a fluidity which enables it to meet low-temperature conditions and permit ease in cranking the engine. Gargyle Mobiloil "E" completely fills these requirements.

Above we have said little about quality. The Vacuum Oil Company, recognized world-leaders in scientific lubrication, have been specialists in the manufacture of high-grade lubricants for half a century.

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Hoover Asks Housewives to Save Animal Fats

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Mazola, the ideal oil for sautéing, deep frying, shortening and salad dressings, enables you to do as the Food Administrator requests.

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MAZOLA

Chicken Livers Sauté

Cut six chicken livers in slices, season lightly with salt and white pepper or paprika. Place two tablespoons of Mazola in a saucepan. Add 1 tablespoon of chopped white onion and cook slowly for ten minutes. Add the livers and six finely chopped or sliced mushrooms.

While these are cooking, put $\frac{1}{2}$ tablespoon of Mazola and $\frac{1}{2}$ tablespoon of flour in another saucepan. Add a gill of meat broth or a gill of boiling water and a teaspoon of meat extract and cook five minutes.

Add to the livers and allow to boil up well. Serve on delicate pieces of toast.

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PEP! NERVE! VIGOR! — GONE?

Do you dare ask yourself why your Health and Strength are falling? Look at yourself in the glass, ask what's wrong? Why are you no longer able to get the most out of life in the joy of living and earning capacity?

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ARE YOU AFRAID OF THE TRUTH? Why not come to me as a friend and confidant and tell me what is preventing your getting the most out of life? I will write you a friendly, personal, helpful letter that will lift you out of despair and suffering. I will send it in a plain, sealed envelope. If you are a victim of any secret habits which are robbing your ambitions, endangering your future, even threatening your life LET ME HELP YOU. Your secret is safe with me. DELAY MEANS DANGER. You must mend the body with OILS, PHYSICS AND PIPPLE! You must know Nature's way. This is the Strongfort way. I will show you. Send for my wonderful book, "INTELLIGENCE IN PHYSICAL AND HEALTH CULTURE," enclosing 5c to pay mailing. It will help you to shape your destiny. Be the master, not the slave. Write today.

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Men Who Are
Making America

(Continued from page 442)

curriculum, which the general Education Board is planning to make.

"It has stirred things up," Mr. Rockefeller replied spiritedly; "but this alone will do good. It will bring out all sides of the question and from it all something should be gained. I myself did not have any Greek or Latin, but one of my sons-in-law is very fond of Latin and always corresponds in Latin with one of his boys. I mention this to let you understand that I am not prejudiced one way or the other."

"Who is the greatest of all the business men you have known?" I once asked Mr. Rockefeller when a blow-out stopped the automobile in which we were riding and thus gave us an excellent opportunity for talking. It was at the side of a wood and Mr. Rockefeller became interested in his favorite hobby, trees. I suggested one or two names. He still kept looking at some fine forest specimens.

"Did you read a little article that was printed the other day about Mr. Gates?" he finally remarked. I had. "Well, now in anything you may write about me, don't forget to explain that Mr. Gates has been the guiding genius in all our giving. He came to us first to undertake certain business matters requiring talent of a high order, and he showed phenomenal business ability. He combined with this the rare quality—born, no doubt, because he had the right kind of heart—of being able to direct the distribution of money with great wisdom. We all owe much to Mr. Gates and his helpfulness should be generously recognized. He combines business skill and philanthropic aptitude to a higher degree than any other man I have ever known."

From which I would deduce that Frederick T. Gates, the man who was instrumental in negotiating Mr. Rockefeller's first gift to the University of Chicago and has for many years shared with John D. Rockefeller, Jr., the supervision of the Rockefeller philanthropies, has been Mr. Rockefeller's most valuable personal aid.

On the subject of men Mr. Rockefeller said: "Men make an organization, not machinery or plants. The right kind of business men will build up an organization capable of producing a large volume of a good product at a low price, the three things essential to success. These men will introduce the right kind of appliances for the handling of their business, they will carefully conserve and utilize all by-products so as to prevent waste, they will know how to market their product in the largest and most economical way. They will also be big enough to know how to handle workers successfully."

I brought up the subject of speculation. Mr. Rockefeller had emphatic views and expressed them with unusual animation.

"We used to be accused of speculating in everything known to Wall Street. It was not true," declared Mr. Rockefeller. "The Standard Oil Company never owned or controlled a single bank or trust company or railroad or any other corporation not directly connected with our own business. Certain personal investments did not turn out satisfactorily and instead of leaving the sinking ship, we, as individuals, tried to save them by putting in more money and improving the management. That was how I came to be interested in certain mining properties and, as an outgrowth of them, in ore-carrying ships."

"The success of the Standard Oil Company was largely due to the fact that for many years those connected with it concentrated all their energies to developing it and extending its ramifications to other countries. I kept denying the charges

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that the Standard Oil Company was speculating in the stock market time and time again until I became tired. The charges, no doubt, were based on the unfortunate fact that certain interests connected with the company entered more or less speculative operations. The company never did.

"I always opposed putting Standard Oil shares on the Stock Exchange because I did not want to have them become the playthings of speculators. It was better that all our people should concentrate their attention to developing the business rather than be distracted in any way by the stock ticker. The oil business, you know, is liable to sudden and violent fluctuations, new fields are discovered which sometimes send down prices very sharply while at other times and places sources of supply give out. If our shares had been listed in the stock market they might have become favorite objects of speculation and gambling. To this day our shares are not listed on the New York Stock Exchange."

No matter what phase of life, whether social, religious, financial or business was under discussion, I found Mr. Rockefeller always taking a world-wide view, always broad, always tolerant, never condemning others, insistent upon minimizing his own achievements. He actually does not think of himself as having been the architect of the most efficient business organization in history. He does not think of himself as the richest man in the world—indeed, he takes so detached a view of his wealth that he speaks as if it did not belong to him at all, but was merely something to be devoted solely for the progress and betterment of mankind. He will speak of "those rich men" as if he did not belong to that class at all: as he views it his money is not his in any real sense, but is a trust to be used according to the best judgment of the ablest men that can be brought together to study its use so as to further the greatest good of the greatest number.

The Rockefeller homes, those of both father and son, have been on a strict ration basis for many months. The meals served by the richest family in the world are more simple and less expensive than those indulged in by the average American. The Rockefellers do not take the view that because they have the money, they are entitled to buy and consume as much as their fancy might choose. Three courses is their maximum. "We must all do what we can to save food for the millions who are suffering starvation," remarked Mr. Rockefeller at one meal.

And may I here digress to explode the popular fallacy that John D. Rockefeller eats only bread and milk. I have dined oftener than once with him and he ate as much as I did.

I am tempted to go on and on quoting replies given by Mr. Rockefeller to my questions on all sorts of subjects, but I must here confine myself to merely a brief outline of his career.

John Davison Rockefeller comes of old French (Normandy) stock. The first Rockefeller to migrate to America came from Holland in 1650. Mr. Rockefeller's grandfather married Lucy Avery of a famous Connecticut family which traced its ancestry back to Egbert, the first king of England. Their eldest son William Avery Rockefeller, married Eliza Davison, and John Davison Rockefeller was their oldest son, the second of six children.

The Rockefeller children were taught the value of thrift, the necessity for working industriously and the wisdom of managing their affairs carefully and thoughtfully. They were encouraged by rewards for work well done and very early John Davison exhibited business acumen by electing to raise a brood of turkeys which could fend for themselves for the most part, so that when he sold them the amount realized was very much net profit.

The proceeds he lent at seven per cent. The systematically-kept records of this first business venture are among Mr. Rockefeller's cherished possessions. He was then not more than nine years old. He learned also how to milk cows, tend cattle, work in the field and do general chores.

The family removed from Richford, Tioga County, New York, where John Davison was born on July 8, 1839, to a farm on Owasco Lake, near Moravia, when the lad was some three or four years of age. From here he removed to the valley of the Susquehanna, near Owego, at the age of ten years. At the age of fourteen he moved to Cleveland, Ohio. His elementary schooling was assiduously supplemented by his mother, and he later entered a high school, which he left at fifteen, and took a short course at a commercial college in Cleveland.

At sixteen he started to find work. He tried stores, factories, offices, in vain. Finally a firm of forwarding and produce commission merchants, Hewitt & Tuttle, engaged him as office boy and assistant bookkeeper, on September 26, 1855, a date whose anniversary he celebrates every year. No wages were stipulated and for three months he worked without knowing what he was to receive—an arrangement not quite typical of his composition. But the one thing which interested him was a chance to make himself useful to his employer; his compensation was entirely secondary. At the end of the year he was paid \$50 for his fourteen weeks and started the new year at \$25 a month. In the year following, the \$2,000-a-year bookkeeper resigned and young Rockefeller took the place at \$500 a year. The third year he received \$550. The fourth year he asked \$800, and when only \$700 was offered he decided to resign and start business.

He was not yet twenty years old but he had used his time to advantage. "I had learned everything I could about the firm's activities," Mr. Rockefeller recalled to me. "I checked up every bill that came in and made it my business to see that my employers were not cheated. I recall that there was one captain who was always putting in claims for damages to shipments—we handled all kinds of import and export trade in addition to produce—and I decided to investigate. I insisted upon examining all the documents and shipments and I found that he had been making entirely unwarranted claims. By taking just as keen an interest in everything that went on as the partners themselves I learned a great deal."

The reputation he was now conscientiously building up was to stand him in good stead when he entered business on his own account. His industry, his energy, his enthusiasm, his alertness, his ability and his optimism impressed all with whom he came into touch.

He engaged in the produce business, in 1859, with Morris B. Clark, a man ten years his senior. Mr. Rockefeller had saved \$800 and his father lent him \$1,000 at ten per cent. interest to enable him to supply his share of the capital.

"I went out and visited farmers and others all over the adjoining territory, talked with them, told them we would be glad of an opportunity to serve them at any time, did not ask them to change their existing connections, but left a card in case they would like to get in touch with us at some future time," Mr. Rockefeller recounted. "The results of this personal solicitation were far beyond our expectations. Business poured in to us in such volume that we did over \$500,000 worth the first year."

It was before Mr. Rockefeller was twenty-two years of age that he became interested in oil. Several refineries were started in Cleveland to prepare crude oil for illuminating purposes and Mr. Rockefeller, already a shrewd business man,

(Continued on page 450)



Rinex Soles

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Druggists: Write for proposition and full particulars.



Men Who Are Making America

(Continued from page 449)

always on the lookout for opportunities, foresaw that this new industry possessed unlimited potentialities. He made investigations and calculations. He grasped the fact that here was a substance which could probably be brought within the use of every household. He lost no time in helping to establish the oil refining firm of Andrews, Clark & Company, in 1862, of which Clark and Rockefeller were the financial and business managers. And three years later he sold out his interest in the commission business to M. B. Clark and bought out the interests of his partners in Andrews, Clark & Company, and joined with Samuel Andrews to continue the business under the firm name of Rockefeller & Andrews.

"We realized then that here was something the whole world would want, but we had no idea that our business would develop into the proportions it did," Mr. Rockefeller modestly confessed. "Indeed, I may say that, while I was always ambitious and always willing to work hard, I had no vision as big as the subsequent realities. Those associated with me and I myself simply did our day's work the best we could, doing what seemed wisest, and trying always to plan for a larger and larger future. We did not seek momentary advantages, but tried to build solidly and safely. My father had taught me this lesson by coming to me at the most awkward moments in my early business life and demanding repayment of his loans. He did this, of course, to test my resourcefulness and my ability to meet sudden emergencies. After I had hustled to procure his money he would laugh and hand it back, saying he did not need it but was glad to know I was able to meet my obligations."

How to procure capital and credit to handle the enormous volume of business which Mr. Rockefeller's enterprise attracted was his hardest problem during those creative years. Banking facilities were limited and the maximum his own bank could furnish was entirely insufficient for his rapidly growing needs. In one instance a bank president met Mr. Rockefeller on the street and gravely told him that his borrowings had become so heavy that Mr. Rockefeller must come and talk the situation over with the directors. "I'll be delighted to meet the directors," Mr. Rockefeller replied, "for I need a great deal more." Mr. Rockefeller added, "He never sent for me."

As the business grew, the oil refining firm of William Rockefeller & Company was established, in the year 1866, consisting of William Rockefeller and Rockefeller and Andrews, with a refinery adjoining the works of Rockefeller & Andrews. Later the firm of Rockefeller & Company was established in New York City to manage the export business of both firms. About the year 1867, H. M. Flagler and S. V. Harkness were brought into the firm, which included all these previously organized firms, under the name of Rockefeller, Andrews & Flagler. Spectacular fortunes had been earned in the oil industry and, as a consequence, the field had become overcrowded. More oil was produced than the market could absorb. Even the pioneer work done by the Rockefeller group in opening up foreign markets could not keep the domestic production within the limits of consumption. The selling price of oil fell below production cost. Grievous losses were incurred and many people went to the wall. Others frantically sold out when buyers could be found. The whole industry faced ruin.

In 1869 the firm of Rockefeller, Andrews & Flagler was merged into the Standard Oil Company of Ohio, with \$1,000,000 capital, and Mr. Rockefeller

(Continued on page 454)

"Good-by, Jim, Take Keer of Yourse'f."

Jim was going off to war—the neighborhood didn't think much of him—but his father knew. And his father guessed the story to come. Yet these were all the words that came. Do you remember James Whitcomb Riley's story-poem. That was in the Civil War. And to-day, again, all over the land, fathers are saying to their sons, "Good-by, Jim, take keer of yourse'f."

Like all masters of literature, his people and his poems and his stories are for all time.

JAMES WHITCOMB RILEY

The great spirit has passed on. "There's another good pal gone over the border." The dearly beloved of all America's children and all America's grown folks who have stayed young, has passed away.

From the little child that wrote, "I feel sort of alone until I read your poems," to President Wilson who says, "I render my tribute of affection and appreciation to him," this nation feels the great loss.

But it turns with even more eagerness to the stories and the poems he left behind him. More eagerly than ever does the small boy read "The Old Swimmin' Hole"—more gladly do the mother and father read "That Old Sweetheart of Mine."

The quiet street in Indianapolis seems deserted and dead. Uncle Sam's mail service no longer has to bend beneath the burden of 10,000 letters going to that quiet house on the 7th of each October. James Whitcomb Riley has passed on, but his work is here for all his lovers.

Perhaps you think you "don't care for poetry"—yet you love James Whitcomb Riley. That's because his stories could only be told in verse—for he had a song in his heart—a song of all mankind.

Unlike all other poets, he dealt with stories of every day—things in all our lives. There is in all his work no bitter word. He is sweetness and light in these days of hatred and terror—a drink of fresh water to the thirsty and weary.

A Poor Boy in Indiana

He was a poor boy in Indiana—too full of life and genius for schooling. He traveled with a circus, he worked on a railroad, on a steamship. He made his living in a thousand ways—until one day—an epoch-making day for this nation—he published a modest little poem in his home paper. Soon the world sat up and took notice—James Whitcomb Riley became as much a household word as Santa Claus.

His Heirs Desire Only A Small Royalty

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Send me five numbers of House & Garden, beginning with the October issue. It is understood that if the order reaches you promptly you will send an additional number, making six in all, receipt of bill. (Foreign, \$1.50—Canadian, \$1.25.)
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The Melting Pot

Morsels of Daily Activities from the World's Cauldron

IDAHO'S potato crop this year is estimated at 8,000 carloads.

The Chief of the Fire Department of San Diego, Cal., now races to fires in an aeroplane.

A buyer for a New York grocery house recently gave up a salary of \$10,000 a year to enlist.

The post office employees of Boston have refused to affiliate with the American Federation of Labor.

Miss Rankin, the Congresswoman from Montana, wants girl pages appointed in the House of Representatives.

Donald MacMillan, the Arctic explorer, says that the next polar exploration will be made by hydro-aeroplane.

Hazen J. Titus, the food expert, says "we could save \$50,000,000 worth of food a year by omitting our daily lunches."

The President of the Russian Association of Psychiatrists says that the recent revolution has driven many people insane.

Sir Oliver Lodge, the noted scientist, says that "science will shortly prove the definite survival of human life after death."

A prosperous business man of New York recently had his wife arrested for sending her two little girls out on the streets to beg.

Dallas, Texas, recently voted for prohibition and its 220 saloons, a brewery, and twelve wholesale liquor houses will be closed October 20th.

Vessels sailing at the rate of 16 knots an hour are immune from attacks by submarines, because the latter only travel 8 or 9 knots an hour.

Fifteen thousand textile workers of Passaic, N. J., have received a 10 per cent. increase in wages. It will cost the mill operators \$1,200,000 a year.

Senator Myers of Montana has introduced a bill in Congress authorizing the President to proclaim a day of prayer for American success in the war.

A war order, issued for New Jersey training camps, announces that "any officer or enlisted man found drinking will be subject to court martial."

William Jennings Bryan, in renouncing pacifism, says, "There are only two sides to a war. Every American must be on the side of the United States."

The Free Masons of America are planning to raise a million-dollar fund for the care of dependents of Masonic members of American armies sent to the front.

The president of one of New York's oldest and richest banks, who entered its service as a messenger, died recently and it was found that he had embezzled \$300,000.

A New York farmer predicts, because of the over production of potatoes and their low price this year, that a much smaller area of potatoes will be planted next year.

The National City Bank of New York says that "fortunes are made, not by taking wealth away from anybody, but by saving wealth which would otherwise go to waste."

Twelve hundred men employed in the great distilleries of Peoria, Ill., were thrown out of employment recently when the bill, prohibiting distilling of whiskey, went into effect.

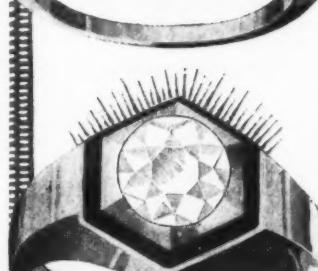
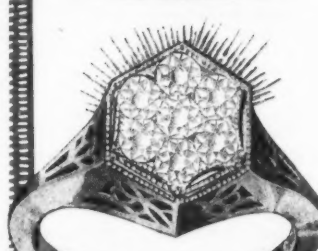
Congressman Kahn of California is urging that Congress adjourn quickly in order that its members may take the stump throughout the country to suppress seditious sentiment.

The Virgin Islands, recently bought by us from Denmark, will cost us \$300,000 a year to support. Denmark formerly made up the deficit by means of a State lottery. Lotteries are forbidden in the United States.

Let the people rule!

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Gentleman's Tooth Ring. 1 1/2-3/16 karat, very extra fine pure white color, magnificently brilliant gem of a high degree of perfection. A bargain of very special merit which we ask you to try to match at \$375.00. Guaranteed loan \$250.00. Unpaid Loan Price.....**\$318.00**

Railroad Watch. 19-jeweled adjusted, full size, B. W. Raymond (Elgin, Railroad Grade) in 20-year gold-filled case. Try to match at 60 to 70 per cent more. Unpaid Loan Price.....**\$18.75**

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It is different from anything heretofore published. No concoction nor contrivance of any kind; no expense and no trouble at all.

It is something new as old as creation.

My discovery is revealed in a booklet of 39 pages of big type and 8 pages of illustrations; price \$3.00; not for the little book but for the **BIG IDEA**—Its value cannot be weighed in the scale of dollars and cents.

On receipt of \$3.00 I shall mail you a copy. If, after reading it, you doubt the efficacy of its teaching, submit the book to your physician and, if he disapproves, send it back and I shall refund your money promptly. Remit by check, money order or registered letter.

I am just a plain business man (Manager Caw's Pen & Ink Co. 40 years); never studied medicine nor anatomy, but I believe my book divulges the most effective means of restoring and maintaining good health known to man.

Instalment Plan: Remit 50c. and you will receive the book by return mail; then remit 50c. monthly for 6 months, altogether \$3.50. If book be returned unopened within the 6 months I shall refund all payments except the first.

FRANCIS CASHEL BROWN, 76 Duane St., New York.

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Business men, bankers and investors are anxious to keep posted as to the effect in the financial and business world of the great events which are transpiring. A current magazine recently said:

"The Bache Review is known for its sound and unprejudiced opinion of events. Not only is it valuable as an aid to stock investments, but the Review is highly regarded by business men everywhere as a reliable authority on the current business situation."

The Bache Review

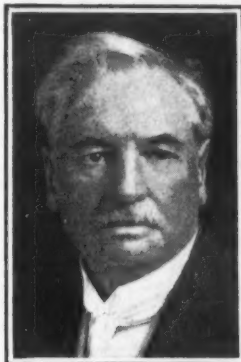
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will be mailed free on application to

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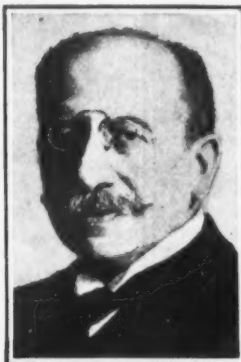
Write for Interesting Free Pamphlet L-25
Markham & May Co. Milwaukee

Jasper's Hints to Money-Makers



TO AID IN FOOD CONSERVATION

Judge Curtis H. Lindley, prominent California jurist, is head of the legal department of the Food Administration. The food price-regulating and distributing program is comprehensive, and Judge Lindley's job will be one of the most important in the organization.



LOST THE KAISER'S FAVOR

Albert Ballin, Director-General of the Hamburg-American steamship line, highly regarded in shipping circles, was once a great favorite with the German Emperor. Herr Ballin, however, does not approve of the Kaiser's war measures and has now been dropped from the Kaiser's list of the favored.



RECOGNITION OF ABILITY

J. Hampton Baumgartner, former publicity representative of the Baltimore and Ohio Railroad, who resigned to become assistant to President S. Davies Warfield of the National Association of Owners of Railroad Securities, an organization that seeks to insure the stability of about \$17,000,000,000 of securities.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

PROTECTIVE Associations ought to protect. A number of such organizations have been started in the past few years among the stockholders of our corporations. They have accomplished little of practical value. Their purposes are commendable, but somehow they do not seem to be carried out. The trouble lies with the stockholders, numbering several million, and their failure to join the Protective Associations organized for their benefit.

In Great Britain the stockholders' annual meeting means something. It is always well attended. Questions are freely asked of the management and as freely answered, but in this country nothing is heard from the stockholder unless something happens to the company.

Suppose that the stockholders of the New Haven had been "on their job," as the saying is, at the annual meetings of that corporation and had made inquiries, as they had a right to do, regarding its conduct, would they not be in a better situation than they are today? Those who planned for the future of the New Haven did it on a large scale, as they had been used to doing with various enterprises. They did not foresee the disastrous era bred by the muckraker, the demagogue, and the yellow journalist.

No one denies that a fair degree of governmental supervision of all corporations is desirable. The corporations themselves admit as much, but the American people always go to extremes. That they have gone too far in the regulation of the railroads and the policy of disrupting combinations (whether injurious to the public or not) is shown by the long list of bankrupt railroad properties of the last few years and the

declining earnings of some of the best railroads in the country, including the New Haven, New York Central, the St. Paul, and the Delaware & Hudson.

I started out to say that the protective associations organized in behalf of security holders should thoroughly investigate the facts regarding the properties that I have mentioned so that the public could be advised as to the reasons for the heavy decline in their securities. Some good might thus be accomplished. It would be shown whether the trouble was on the inside or the outside. If on the inside it would be up to the stockholders, the owners of the properties, to cure the evils. If on the outside it would still be the duty of the stockholders to make it a personal matter to right any wrong or injustice that might be done to their interests.

It may be said that the condition of the railroads must be much better than their stock quotations show, because some of them are resuming their dividends, the Southern Ry. for instance, and others showing a fair surplus. But the Southern Ry. for years discontinued its preferred dividends and has only been able to renew them because the high price of cotton, iron and other commodities which constitute the bulk of its freight have given the South an era of unexampled prosperity.

The country is learning a lesson! The decline in the best of the railroads, the industrial and public utilities and automobile stocks shows that something is radically wrong. It is not difficult to discover where the trouble lies. The railroads and the public utilities are regulated and controlled by public officials, many of them appointed for political reasons. They are virtually out of the hands of the stockholders. The authorities regulate their rates and pay no attention, while doing so, to the need of increasing their revenue fairly to meet the increased cost of labor and materials.

Our great industrial corporations are denounced in Congress and threatened with confiscation of the largest part of their profits. Under such conditions it is

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As specialists universally recognized in all matters pertaining to stocks and bonds, we impart information through the following hand-books, any of which will be sent free upon request for 54-D, stating numbers:

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4. Sugar Stocks Handbook
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6. Motor Stocks Handbook
7. Silver Stocks Handbook
8. Tobacco Stocks Handbook

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The loans represent not more than 50 per cent of a conservative valuation of the properties, and run for from three to ten years.

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If You Have Money to Invest

you can profit by reading "Jasper's Hints to Money-Makers," the oldest-established financial department of any magazine. Jasper has been giving sound investment advice to Leslie's readers for over 27 years. Be sure to read his article on page 453.

remarkable that prices drop? What would happen if the security holders of the country were so thoroughly organized that they could do what the labor unions are constantly doing, that is, threaten to use their influence at the polls if their wishes were not conceded.

With the adjournment of Congress, the greatest bear factor will be out of the way. The radical propositions advanced in Congress regarding war taxes undoubtedly depressed the market and led to the throwing overboard of a large amount of securities by timid holders. The bears took advantage of this situation and purchased stocks on the decline in the belief that an adjournment of Congress would shortly follow and that the market, thereupon, would rise.

If the extra session should continue up to the date of the regular session in December, the bulls would have to unload and again depress the market, or use their best energies to advance prices and find a favorable market on which to sell. With good crops and business conditions, the adjournment of Congress ought to signalize better times for Wall Street.

E. LA CROSSE, WIS.: Merritt Oil around 35 looks like a fair speculation.

J. COLFAX, LA.: Piedmont Motor Car is doing a moderate business, on safe lines, but is in a highly competitive field.

M. GOODING, IDAHO: Hecla Mining Company's stock is not unattractive. It has been a dividend payer for many years and the property is well managed.

G. PUGHKEEPSIE, N. Y.: I never heard of the 850 Profit Sharing Certificates scheme, but bear in mind that nobody in his senses is giving something away for nothing.

L. KANSAS CITY, MO.: 1. I can get no report on Amalgamated Oil, but advise you not to buy any stock offered at 2 cents a share. 2. I would rather have the money than the motor stock.

H. SEATTLE, WASH.: I do not regard Pan Motor as "a good safe investment." The business is highly competitive. The well-established companies are suffering from the keen competition.

H. BALTIMORE, MD.: The decline in Smith Motor is significant of the general weakness in the motor market. The company is doing a profitable business. It would not seem wise to sacrifice the stock.

H. BATH, ME.: The shipbuilding industry is one of the most prosperous and profitable that we have. At the close of the war, it will probably continue to be so on account of the world-wide demand for shipping.

M. RENOV, PA.: 1. Maxim Munitions is highly speculative and not to be regarded as a good investment. 2. Ohio Oil has merit. Its business is expanding, but oil stocks have been undergoing considerable liquidation.

G. HARTFORD, CONN.: Templar Motors is doing business successfully with an excellent management, but in a highly competitive field in which the fittest will survive. Because of existing conditions the motor stocks are showing weakness.

G. PORT ROYAL, S. C.: Beware of the literature of any oil company that promises you "certain profits." If profits were certain you would not be invited to share in them. I do not advise the purchase of the stock of the National Oil-Fields Company.

L. ENMORE, MICH.: I do not advise the purchase of the shares of any company that promises extraordinary earnings. Conservative investors avoid such propositions. I see nothing in the Lightning Creek concern that would lead me to recommend it.

R. DELHI, IOWA: The persistent decline in even the best of the motor stocks does not warrant the belief that the new motor concerns have an easy road to travel. Better put your money in the established dividend-payers listed on the stock exchange.

K. WASHINGTON, D. C.: Cuba Cane Sugar is unquestionably earning a very large surplus applicable to dividends but I do not see how the directors can be compelled to use the funds for this purpose, unless the stockholders organize a formidable movement in that direction.

H. BURLINGTON, ILL.: Sequoyah Oil & Refining Company has a large acreage of oil land in Oklahoma with a number of producing wells, and shows fair earning power. It is in an excellent territory, and has fair prospects. Like all new oil propositions it is more of a speculation than an investment.

M. ASHTABULA, OHIO: Allen Oil has strong financial backing and large holdings in a promising field in Wyoming. It was freely bought around \$1.50 a share on the Curb, by those who claimed to know its value. It looks like one of the cheapest speculative oil stocks, but it is a speculation and not an investment.

J. WEST POINT, GA.: In a liquidating market it is safer to hold your Wright-Martin, Bethlehem, Republic and other steel stocks. After the adjournment of Congress and the adjustment of war revenues the market should brighten. The Bethlehem Steel new stock will pay well, and ought to have a good market.

H. BUFFALO, N. Y.: Considering the high price at which S. O. of New Jersey sold during the peak of the market, it looks like a fair purchase on any sharp break. I think well of American Woolen pfd. Its position has been greatly strengthened by the war, but will not be so strong after peace has been declared, because of the lack of protection.

G. COLUMBUS, IND.: Among the most attractive short-term notes are the General Electric 6's, due July, 1920, and selling between 101 and 102; B. & O. 5's, due July, 1919, and selling at about 98; American Foreign Securities 5's, due August, 1919, and selling at 95; Canadian 5's, due April, 1921, selling at 95; United Kingdom 5's of Great Britain, due Sept., 1918, and selling at 98.

B. MILES CITY, MONT.: I certainly do not advise you to put your hard earned money into stock of the Auto Signal Company, if you desire to secure an investment. The literature you enclose ought not to mislead you. The best and safest thing is to put your money into dividend-paying stocks or bonds of high quality.

W. PITTSBURGH, PA.: Pennsylvania Railroad par is \$50. Quarterly dividend 1 1/4. The Royal Dutch Petroleum Company has a par of 1000 florins, but for convenience these have been split up into 100 florins, representing about \$40. Dividends in 1914, '15 and '16 amounted to about \$6.50 on each American share. These were placed on the market at about \$69.

K. RUFFS DALE, PA.: This is not a good time to buy on a margin. Prosperous railroads like Atchison, Union Pacific, Southern Pacific, Pennsylvania and Northern Pacific and successful industrials like Corn Products, U. S. Steel, Beet Sugar, American Tel. & Tel. are attractive, bought on a decline. A declaration of peace would lead to much uncertainty regarding the future condition of the market, and uncertainty generally presages lower prices.

W. QUINCY, ILL.: An investor with a few thousand dollars might well distribute his surplus in the purchase of the best of the foreign bonds selling at less than par, like Anglo-French 5's, Dominion of Canada 5's, French Government 5 1/2's, United Kingdom of Great Britain 5's, and choice railroad bonds like the West Shore 4's, around 80; U. P. first 4's, around 90; C. B. & Q. 4's, around 95; also Armour & Co. 4 1/2's, around 90; and Texas Company 6's, around 101. Excellent possibilities will be found in choice railroad stocks, like Atchison pfd, Northwestern pfd, and Union Pacific pfd.

M. WEST HOBOKEN, N. J.: 1. Wright-Martin is a successful company and is producing a first-class motor for flying machines. The development of the business has required a great deal of capital. The Government of the United States and the French Government have both given the company large orders. No balance sheet is available so that I cannot give the earnings. The stock is not an investment, for its future depends upon the development and the expansion of the aircraft business. It looks like a fair speculation. It might be better to hold than sacrifice it. 2. I do not advise purchase of U. S. Steamship stock in preference to listed securities.

V. HARRISBURG, PA.: The choice railway stocks, established dividend-payers, are now at attractive figures. I do not include the Erie pfd. I do not recommend any of the securities on the George Graham Rice list. Printers' ink is cheap. Remember that when reading the fascinating literature which so many promoters in New York, Chicago and other cities are sending out. It is always difficult to pick out the best thing in the market, because conditions are constantly changing. What seems the best today, may not look so tomorrow. Many investors have been holding off of late, awaiting the action of Congress in fixing the war taxes. Marginal buying, if the margin is sufficient, is reasonably safe.

New York, September 22, 1917.

JANPER.

FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

First-mortgage loans of \$200 and up are dealt in and recommended by Perkins & Co., Lawrence, Kansas, in business 36 years. Ask the firm to send you "Loan List, No. 716."

A 7 per cent. investment, backed by first mortgages and exempt from income tax, will be described to any investor who writes to Reliance Homestead Association, Dept. A, New Orleans, La.

Investors to win success must be well posted on the financial situation. Valuable information and suggestions for investment are given in "The Bache Review," which may be had from the well-known firm, J. S. Bache & Co., members New York Stock Exchange, 42 Broadway, New York.

How to make certain of safety and regular interest, is the theme of a descriptive booklet issued by the Salt Lake Security & Trust Company, Salt Lake City, Utah. This strong company offers for sale its 6 per cent. secured Real Estate Certificates, which it absolutely guarantees, principal and interest.

Mortgages on prosperous dairy farms in Wisconsin pay a good rate of interest, and are well-regarded by investors. An interesting free pamphlet, L-23, explaining these securities is sent to any address by Markham & May Co., Milwaukee, Wis. For those who seek to diversify their investments, these bonds are attractive.

Those who seek securities with a high degree of stability netting from 5 1/2 to 6 per cent. should write to S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago, for their booklet "Acid Tests of Investments in War." This will be sent free, with circular No. M-703, describing first mortgage bonds.

Owing to recent drastic declines, many sound dividend-paying railroad and industrial stocks sell at bargain prices. Purchasers are wisely diversifying by buying odd lots and availing themselves of the partial payment plan. The good chances offered are described in circulars M-4 and T-4, obtainable without charge from John Muir & Company, specialists in odd lots and members N. Y. Stock Exchange, 61 Broadway, New York.

Many shipbuilding corporations have profitable orders on hand which make their securities attractive. The Tillotson & Wolcott Company, Cleveland, Ohio, and 115 Broadway, New York, is distributing the first-mortgage 6 per cent. gold bonds of the Canada West Coast Navigation Co. Ltd., at par and interest, yielding 6 per cent. A government subsidy assures the company a net income for 10 years after the war and earnings are estimated at five times interest requirements. The Tillotson & Wolcott Company sends full details upon application.



SHAVING with a Gem Damaskeene Razor keeps you right "about face"—assures that alert, smartened-up feeling that helps you to step into the front ranks. The Gem puts comfort in your kit—no price increase—same number of blades—outfit better than ever—our contribution to the boys in the service.

\$1.00 Outfit includes razor complete, with seven Gem Damaskeene Blades, shaving and stropping handles in handsome case.

Separate Set Gem Blades—7 for 35c.

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EVERY advertisement in this issue is a salesman, offering you something which has been found to be good enough so that its maker sends an advertisement-salesman to see you and tell you of its merits.

You sit in your easy chair and glance over the pages of the issue. These advertisements are waiting their chance to tell you their stories, but if you're not interested, you don't have to listen to them.

Yet many of them do interest you, and so you read the terse, business-like message of what they have to offer. Their "sales-talk" interests you and you wish that instead of brief advertisements they were flesh-and-blood salesmen to answer your questions and give you complete details.

But the advertiser has provided this very service for you. Drop him a line, by letter, post card or coupon, and he will send you by return mail catalogs and booklets which will give you, by both words and pictures, the complete information you want to have in finding exactly what you want to buy.

It will surprise you to glance over the advertisements in this issue and note how many offer you such special service—just for the asking.

Robert O. Sernald
Advertising Manager.

SPRING-STEP RUBBER HEELS

The heel that provides protection, comfort, and long wear, but has no holes to track mud and dirt—Ask for the heel with the Red Plug.

Obtainable in all sizes—black, white or tan, 50c attached—all Dealers.
2 PACKS PLAYING CARDS, Tally-ho quality, sent for 30c (elsewhere 50c) Spring Step, 105 Federal Street, Boston.



Sammy's Favorite

5¢ A DAY BUYS A GIBSON

Terms as low as \$1.00 down and \$1.00 per month. Mandolin or Guitar sent on approval. Liberal allowance on old instruments in exchange for the "Gibson". Get our new Free Book—112 pages, 111 illustrations. Valuable information for player and teacher. Explains wonderful new violin construction with carved and graduated Top and Back and Stradivarius Arching. Also free treatise on "How to Practice".

Teach and Sell the Gibson Make \$1,800 to \$5,000 or More a Year

Become a teacher. Splendid opportunities for Mandolin and Guitar teachers—either sex, in every locality, for private and class instruction and sale of "Gibsons". They have "made" many a teacher professionally and financially. We have permanent teaching and business opportunity now open for either sex. Other positions pending. Write promptly. A. C. Brockmeyer, St. Louis, Mo. Teacher and Director, writes: "Will do \$10,000 business in 1917; did \$7,000 in 1916." Wm. Place, Jr., Providence, R. I., Star Soloist for Victor, unqualifiedly endorses the "GIBSON".

DO BUSINESS ON OUR CAPITAL

Become our agent. We help sell. Agents' territory protected. Stock furnished. We pay the advertising. You make the profit. You pay for the goods when sold; return goods not sold. Try our "Still Hunt." FREE to those interested in our new \$1.00 book. The Organization, Direction and Maintenance of the Mandolin Orchestra, by America's most successful director, Wm. Place, Jr. Write now for Catalog. Treatise "How to Practice"; Psychological Explanation; Psychological Explanation. NOW, fill out the coupon.

☐ Mandolin ☐ Mando-bass ☐ Mando-cello ☐ Guitar ☐ Harp-guitar

GIBSON-MANDOLIN GUITAR CO.
209 Parsons St., Kalamazoo, Mich., U. S. A.

Name.....
Address.....
Be sure you have checked instrument

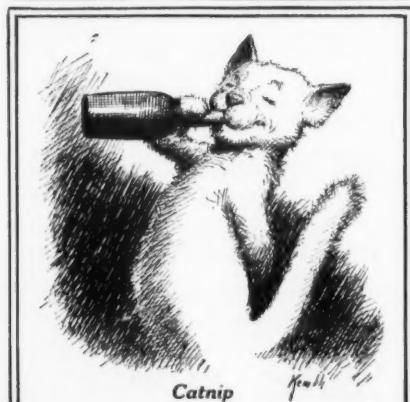
Net Prices To You

Send for Diamond Book and net price list showing exquisite collection of superb diamonds in gold and platinum mountings. Rings in all styles, Tiffany, Becher, etc. LaValieres, brooches, stick pins. Wonderful diamond clusters in elegant platinum mountings also.

\$2.50

A Month!

and up—and free examination first. Learn how you can buy on easiest credit terms. No jobbers' profits to pay. Net prices direct to you. Get this Diamond Book and all this information. Write today. Burlington Watch Co., Dept. 2446, Chicago



Catnip

"A little nonsense now and then, is relished (pardon me for spoiling the meter) when it's BY the best of men."

It takes the best of writers to write nonsense that we can relish, now, then or again.

JUDGE has the largest circulation of any humorous publication in the country because—it prints more humor by the country's best illustrators and humorous writers than any other paper.

If you aren't a reader of JUDGE, you are missing something.

At all the newsstands—ten cents

Judge

The Happy Medium

225 Fifth Avenue New York City

Men Who Are Making America

(Continued from page 450)

became its president. He never once lost his faith in the future of the business into which he had entered only after mature deliberation. Fires swept away valuable plants, important oil fields might dry up overnight, rendering worthless costly apparatus, banks might refuse to risk money in so hazardous a business, prices might fall to disastrous levels, markets might become glutted, foreign oil fields might threaten to dwarf the whole American output, yet never once did John D. Rockefeller waver. Thirty years before Morgan grasped and acted on the combination method of doing business à la Steel Corporation, Rockefeller, with foresight, courage and resourcefulness, introduced the combination idea in his sphere. One tottering concern after another was taken over by the new Standard Oil Company, its capital was doubled and then multiplied, its operations were extended east, west and south, it opened up foreign territories and, by camel and human transportation, introduced the new illuminant into even the remotest parts of China, where the natives were supplied with oil lamps gratis.

Only a company owning properties in different parts of the country could withstand the risks incidental to the oil business, since fire would wipe out a whole plant in a few hours or the flow at any one point could stop without notice. Only a large company could afford to spend millions in improving facilities, in constantly opening up new territory and in reducing costs. Only a company such as the Standard Oil could afford to build thousands of miles of pipe-lines to do away with costly processes of shipping the fluid in barrels. Only such a company could afford to erect huge refineries which might have to be discarded at any moment. Only such a company could afford to design and build expensive tank steamers for export trade and tank cars for domestic transportation. Only such a company could afford to send agents into every country of the world to create new markets, often against bitter opposition. Only such a company could undertake to supply large quantities with unerring regularity, notwithstanding the sudden disasters to which any and every oil property was liable. Only such a mammoth concern could cover the country with facilities to supply oil direct from the producer to the millions of small consumers.

As Mr. Rockefeller quietly observed, "Our business didn't grow of its own accord. We didn't simply sit still and do nothing but draw in dividends. Our business grew for the same reasons that other successful businesses grow; our basic principles were right; we dealt justly with everybody and met our obligations promptly; we studied facts; we watched for opportunities and also created opportunities; we spared no expense and no effort to manufacture a product of the best grade; we did not shortsightedly curtail our market by charging exorbitant prices but constantly aimed at reducing them to a minimum so as to encourage wider and wider consumption; we allowed neither success nor temporary setbacks to cause us to lose our heads; and always we were careful to keep our financial condition sound and strong, resisting all temptation and all suggestions to put out unwarranted amounts of shares to foster speculation or create inflation. I cannot speak with more freedom about what was accomplished in later years, when our business grew to unimaginable proportions, because I personally took very little active part in the management of it. I retired in the early nineties, before I was fifty-five, and have visited our offices only on rare occasions since."



Photo by Ira L. Hill

PETROVA—the Magnificent

BY special arrangement with Madame Petrova, the famous Polish actress, who is now starring in her own personally supervised Petrova Pictures, her plays will appear in story form from month to month in The Ladies' World.

This favorite magazine will also publish a series of short articles by Madame Petrova on the art of dramatic expression. The Ladies' World is primarily a periodical for the home, but its McClure editors know that the home-maker likes to let her fancy roam into the fascinating world of the drama.

Hence, The Ladies' World publishes each month carefully selected stories and photographs of famous stars and their plays. Madame Petrova is splendidly representative of the high type of stage and screen personalities you meet through The Ladies' World.

TEN CENTS
AT ALL NEWSSTANDS

THE LADIES' WORLD
NEW YORK CITY

By The Queen's Command Good Queen Bess and her court were in convulsions of laughter. Never in the history of the world was there seen such a comic character as Sir John Falstaff, the fat, roistering friend of Prince Hal. The occasion was Shakespeare's presentation of *Henry IV* before the English Court. To Elizabeth, sated with the delicate, unreal phrasology of the court, the doffing of caps and crooking of knees, the vigor and unconventionality of it all were delightful. The corpulent Knight swaggering among tapsters, and carriers, and merchants, and loud robustious women like Mistress Quickly and Doll Tearsheet, in the tavern where he is monarch, is the personification of unrestrained freedom and frolic. If he violates all social rules in speech and conduct it is with such inimitable wit and good-natured, inventive effrontery that we see only the comical features of his vices and frailties. The Queen—no prude—was enchanted. She demanded that Shakespeare show Sir John *in love*, in order that she might hear more of him. By royal command was writtten that great comedy, *The Merry Wives of Windsor*, which, word for word as Shakespeare wrote it, together with everything else that he wrote, exactly as it came from his pen, is found in this edition of

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Unsurpassed Special Features

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- ARGUMENTS** giving a condensed story of each play.
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- GLOSSARIES.** Each play is followed by a glossary explaining every doubtful or obsolete word in that play.
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- EXPLANATORY NOTES** for the average reader, explaining clearly such portions of the plays as might be difficult to understand.
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Among the great authorities on Shakespeare represented in the notes and explanatory matter are Goethe, Coleridge, Dowden, Tennyson, Brandes, Johnson, Lamb, Schlegel, Saintsbury, Furnivall, Hazlitt, Mabie, Gosse, Hudson, Guizot, Swinburne, Mrs. Jameson, De Quincey, Gollancz.

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All that is known about the life, personality, and environment of the greatest literary genius the world has ever known is told in a series of delightful studies of Shakespeare by Walter Bagehot, Israel Gollancz, Leslie Stephen, Richard Grant White, and Thomas Spencer Baynes—a feature that distinguishes this edition from all others.

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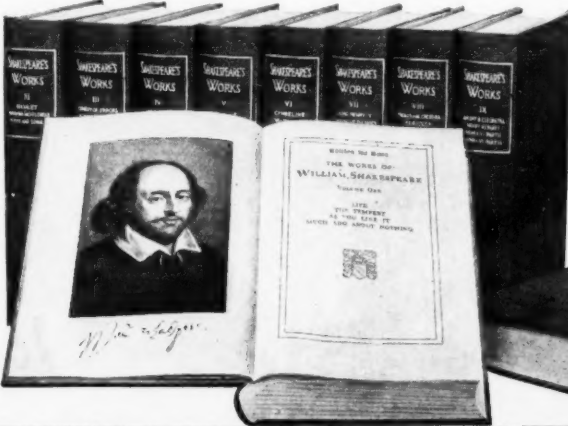
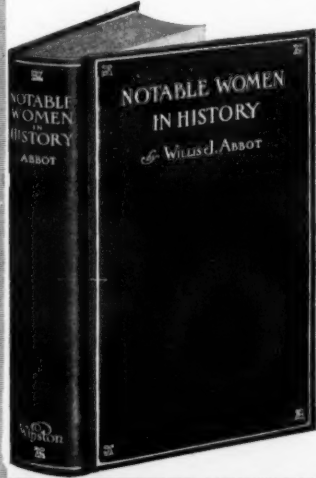
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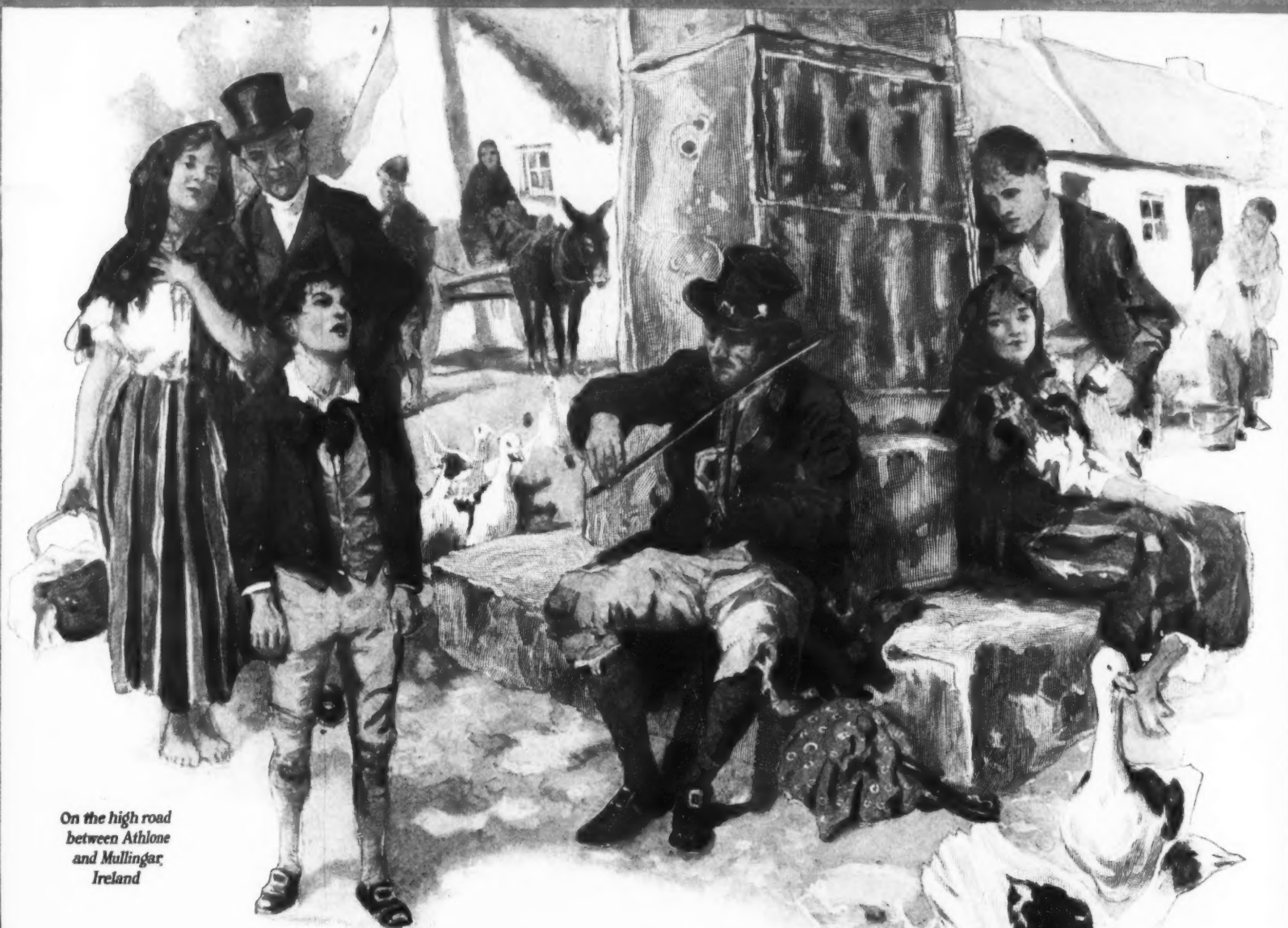
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between Athlone
and Mullingar,
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John McCormack's first audience

The Irish lad who ran away to be a minstrel
and grew up to be a world-famed artist

A boy nine years old stood at a street corner on a "fair day" in Athlone and listened to an old fiddler and ballad singer. The first thrill of romance surged in the boy's veins. When the wandering minstrel struck out for the next town, the lad trudged blissfully by his side, with boyish indifference to the home folks beside the river Shannon. Two days later the boy's frantic parents overtook him at Mullingar. He got no "licking"—only a mother's blessing and the tears of those who heard him sing "Molly Brannigan," the first ballad he ever learned.

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